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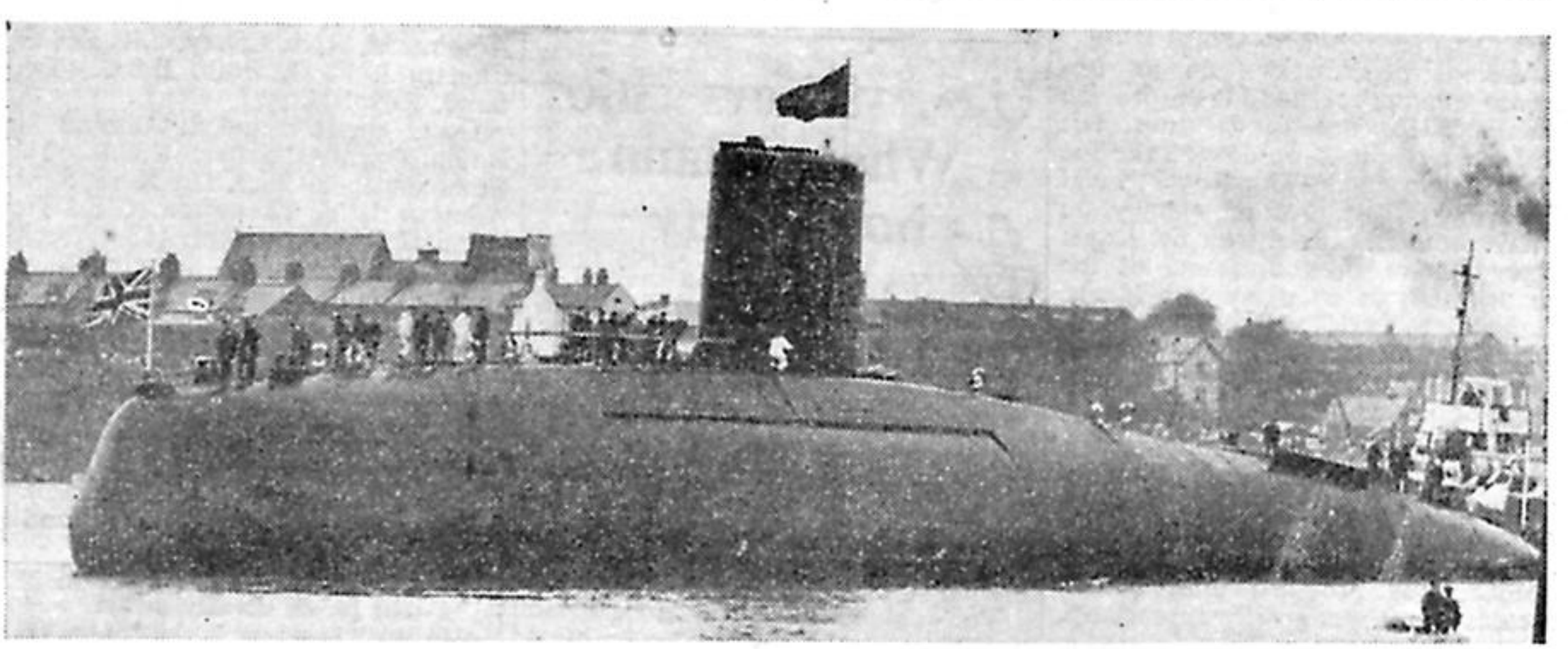
No. 77 NOVEMBER 1960

Published first Thursday of the month

Price Fourpence

First British Nuclear Submarine Launched by The Queen

£20m. DREADNOUGHT
WILL JOIN FLEET
IN 1962



Dreadnought "in her element"

THE launching of Britain's first nuclear-powered submarine, Dreadnought, by Her Majesty The Queen, at the Barrow-in-Furness yard of Messrs. Vickers-Armstrongs, Ltd., on October 21, is regarded by some naval authorities as the most significant event since the Battle of Trafalgar.

It is, indeed, significant that this new revolutionary warship should be the vanguard of a new line of ships which can be regarded as replacing that line of ships which started with the battleship Dreadnought, launched by the Queen's great-grandfather, King Edward VII, at Portsmouth on February 10, 1906, and which finished with the 44,000-ton Vanguard taken to the breaker's yards this year.

With the Queen on the launching platform when Her Majesty named the ship and pulled the handle of a ship's telegraph to release a bottle of Empire wine to "christen" the new submarine was the Duke of Edinburgh, Lord Carrington, First Lord of the Admiralty, Admiral of the Fleet Earl Mountbatten, Chief of the Defence Staff, Admiral Sir Caspar John, First Sea Lord, and other members of the Board of Admiralty, Admiral H. G. Rickover, United States Navy, who has been mainly responsible for nuclear-powered submarines and Cdr. B. F. P. Samborne, R.N., Dreadnought's first Commanding Officer.

The religious ceremony was conducted by the Reverend A. C. Wade, Vicar of St. John's, Barrow-in-Furness.

REMARKABLE ENDURANCE

At a lunch which followed the launching the Queen referred to the launching of the previous Dreadnought and said: "This Dreadnought with her great submerged speed and remarkable

already gained with their own nuclear submarines. These are the actions of a true and trusted ally."

The First Lord of the Admiralty, Lord Carrington, said: "I hope this ship will be the forerunner of a long line of nuclear submarines and, perhaps, nuclear warships as well." It will be remembered that a second nuclear submarine has already been authorised.

The cost of Dreadnought will be in the region of £20 million. Although

The new Dreadnought (Cdr. B. F. P. Samborne, R.N.), of 3,500 tons surface displacement, has a length of 266 feet and a beam of 32 feet, and is expected to join the Fleet in about two years. Her fitting out will take place in the dock specially built at H.M. Dockyard, Portsmouth.



Cdr. B. F. P. Samborne, R.N., first captain of H.M.S. Dreadnought launched on October 21

the hull lines closely resemble the United States Skipjack class so as to accommodate the propulsion machinery which was purchased from the United States and is of the type fitted in Skipjack, but the forward end of the boat (Her Majesty in her speech said: "I believe submariners call her a boat. I must say 3,500 tons seems a bit large for that description") is wholly British in concept.

HUNTER-KILLER

Dreadnought's primary role is as a submarine hunter-killer, for which purpose she will be equipped with the latest developments in underwater weapons and detection.

Accommodation for her complement of 11 officers and 77 ratings will be of a standard which it has been impossible to attain in any previous submarine. The improved water distilling plant will for the first time provide unlimited fresh water for shower baths and for the washing machines in the fully equipped laundry. Separate mess spaces will be provided for senior and junior ratings, arranged on either side of a large galley which is equipped for serving meals on the cafeteria system.

Particular attention has been paid to the decoration and furnishings of the living quarters and to the recreational facilities which will include cinema equipment, an extensive library and tape recordings, all features which will help to offset the monotony associated with prolonged underwater voyages.

The submarine will be fitted with an inertial navigation system (this enables the ship's position to be accurately established even after a long period underwater) and means of measuring her depth under ice.

It was said after the launching of the battleship in 1906: "There are few spectacles more moving and more thrilling than that of the vessel, in which so many hopes are centred, gliding with swan-like grace into the water, which is henceforth to be her element." With the new Dreadnought the sea will be her element as never before.

H.M.S. RHYL COMES INTO SERVICE

LADY Dorothy Macmillan, the wife of the Prime Minister, attended the commissioning of H.M.S. Rhyl at Portsmouth dockyard on Wednesday, October 19.

The Rhyl, the fourth anti-submarine frigate of the Rothesay class to be completed, was launched by Lady Dorothy Macmillan in the dockyard in April 1959.

Frigates of this class are 370 feet in length and have a beam of 41 feet. The peace-time complement is nine officers and 191 men, of whom approximately one third are technical ratings.

The armament of the Rhyl consists of two 4.5 inch guns in a twin mounting controlled by an electro-mechanical computer system, and a single 40 mm A.A. gun which will eventually be replaced by a Seacat guided missile launcher and director. Two triple-barrelled mortars are fitted for anti-submarine warfare, and also installed are two twin and eight single torpedo tubes.

High standards of accommodation are incorporated in the design, which will include bunk sleeping, stainless

steel fitted bathrooms and showers, and domestic refrigerators in all messes. The modern galley has been planned with special emphasis on cleanliness, and all bulkheads and the deckhead are lined with aluminium.

The ship is powered by geared steam turbine machinery of modern and particularly light and compact design, which has proved highly satisfactory in earlier ships of the class.

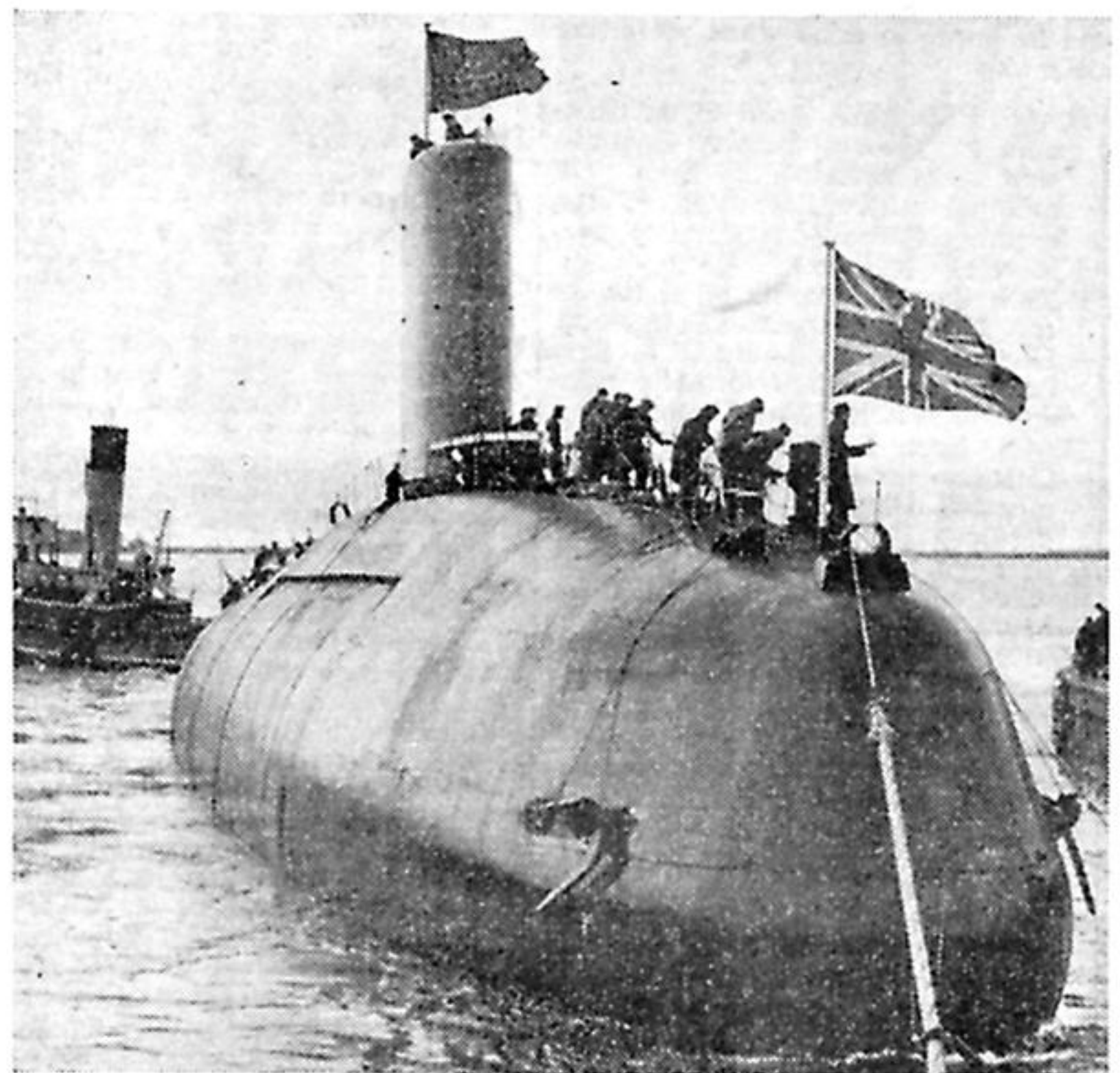
H.M.S. Rhyl is commanded by Cdr. G. J. Dodd, R.N., who is a navigation specialist.

Taciturn Commissions

H.M.S. Taciturn, a "T" class (converted) submarine, recommissioned in Portsmouth Dockyard on October 24 after a lengthy refit.

The commissioning service was conducted by the Rev. W. J. Marson, O.B.E., Th.L., Chaplain, Royal Navy, in the presence of relatives and friends of the ship's company who were afterwards entertained to tea on board.

Taciturn is commanded by Lieut.-Cdr. N. Gilbert, Royal Navy, who was formerly on the staff of the Flag Officer, Submarines.



Britain's first nuclear-powered submarine takes to the water

endurance is worthy of her famous predecessor." Her Majesty spoke of the co-operation received from the United States of America—"The United States Navy has allowed us to draw unreservedly on their resources and on the experience they have

not the longest British submarine. Dreadnought will be the largest and has a whale-shaped hull with blunt nose and a tapering stern. The hull is of British design both as regards structural strength and hydrodynamic features. From about amidships aft,

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.).
Royal Naval Barracks, Portsmouth.
Tel.: Portsmouth 26421 (Ext. 2194).

EDITORIAL

THIS month we shall, once again, be remembering those who made the supreme sacrifice in two world wars, but, for some, Remembrance Day is just another ceremony. Today the services are so well off (comparatively) that many need to be reminded that many who died left dependants and others suffered injuries which prevent them from working and enjoying the blessings of this world.

Various organisations do an immense amount of good and provide assistance for necessitous cases, but still more ought to be done. Take the Navy's own fund—The Royal Naval Benevolent Trust. Over the many years I have been associated with the Royal Navy I have been distressed at the apathy and, in so many individuals, antipathy towards the Trust. The harm these individuals have done—and still do—(invariably without any real knowledge of R.N.B.T. work) is enormous.

That there are some scroungers who, with their plausibility have managed to "put one over" on the almoners, cannot be denied, yet in the vast majority of cases help was urgently needed, was provided and, as the records show, was greatly appreciated.

The Portsmouth Committee alone dealt with 3,593 applications during the financial year which ended on June 30, and of this number grants were approved in 2,532 cases, totalling £25,686. There were 152 grants totalling £1,405 in respect of serving men, families and dependants, but there were 2,380 grants, totalling £24,281 in which ex-service men, their families and dependants and widows and other dependants were helped.

These figures show that those helped are those who served (or whose husbands served) when rates of pay were smaller than today and those detractors of the Trust should remember this point.

No organisation can exist for 40 years, disburse nearly £4,000,000 during that period, find its workers from unpaid volunteers and never appeal to the general public for support, unless it is fundamentally sound and doing a good job of work—and this the Trust is doing.

In remembering the dead, therefore—let us also remember the living and help the Royal Naval Benevolent Trust to help those who need help.

Last Trafalgar Night Dinner under a broad pendant at Chatham

THE annual Trafalgar Night Dinner held in the Royal Naval Barracks at Chatham on Friday, October 21, marked a sad day in the Navy's history. Because of the impending closure of the Nore Command and the change in status of the Royal Naval Barracks, it was the last occasion a Commander-in-Chief, The Nore, or a Commodore of the Barracks would attend.

To mark the occasion all past Com-

modores were invited and, of these, six were able to attend. They were welcomed by the present Commodore, Commodore L. W. L. Argles, D.S.C. Admiral Sir Gerald V. Gladstone, G.B.E., K.C.B., who was Commodore from 1950 to 1952, proposed the toast "To the Immortal Memory."

The former Commodores present were: Admiral Sir Stuart S. Bonham-Carter, K.C.B., C.V.O., D.S.O.; Admiral Sir R. S. Gresham Nicholson, K.B.E., C.B., D.S.O., D.S.C.; Admiral Sir John A. S. Eccles, G.C.B., K.C.V.O., C.B.E.; Admiral Sir Gerald V. Gladstone, G.B.E., K.C.B.; Vice-Admiral M. H. A. Kelsey, C.B., D.S.C.; Captain J. F. D. Bush, D.S.C. (Two Bars), Royal Navy.

Other guests included: Admiral Sir Robin Durnford-Slater, K.C.B., The Commander-in-Chief, The Nore; Rear-Admiral J. Y. Thompson, C.B., The Admiral Superintendent, H.M. Dockyard, Chatham; and Surgeon Rear-Admiral W. V. Beach, O.B.E., Q.H.S., M.O.I.C., Royal Naval Hospital, Chatham.

U.S. visitors enjoy Whale Island hospitality

THE N.A.T.O. squadron arrived at Portsmouth on October 2 after the autumn exercise "Fallex" and H.M.S. Excellent was host to the American Flagship U.S.S. Northampton.

Whilst a great many of the U.S. officers and men took the opportunity to have a quick look at London and to seek out the homes of their forbears, there were still plenty to be entertained with both social and sporting events.

The highlights were a dance given by the Chief Petty Officers' Mess which proved so successful that their guests hastily arranged a return match which, for lack of any available restaurant ashore, was given in the Staff Mess.

Wrens as partners for the visitors had to be imported for these dances from the Duchess of Kent Barracks as the Whale Island girls were already acting as hostesses for the coach trip and evening at Brighton organised for the junior ratings.

The sporting events, though no less popular, were far more one-sided. The soccer matches were won 15-0 and 8-0, whilst the basketball match was lost 117-24, despite one of the Americans losing his false teeth in the middle of the game.

WORK STUDY IN EXCELLENT

THE Work Study Efficiency experts who sorted out the Gunnery Course planning and introduced a central planning organisation in 1958 are again in H.M.S. Excellent.

This time a newly trained team has descended on the Island and the Central Registry Office organisation is to be studied by them as a first practical test.

SEA TOLL

The sea is full of dead men, and their spittle is the spray,
And their cold breath is the vapour that blows silently away;
And their laughter is the frenzy of the surf upon the sand,
But their sadness is in parting so, without a waving hand;
And they lie so quiet, sleeping, for their bed is cool, and wide,
And their fame comes home to landmen on the flooding of the tide.
We are ringed around with heroes who were common men and kind,
And their stones are seaweed-covered, and their names are hard to find,
But we know them all in England, for they are kin of ours,
And they are the more remembered that they had no wreaths of flowers—
No funeral processions in the muffled, mourning air,
No carriages, no horses, and no silent throngs were there—
Just the sea upon their eyelids that will do for tears unshed,
While our hearts are filled with gladness and with thankfulness instead
That there should be so many who did not begrudge the cost
Of the gift they gave in serving us, who live the lives they lost.

MAUREEN HOSEGOOD



H.E. The Governor of Malta, Admiral Sir Guy Grantham, with Warrant Officer Corke, R.E.M.E., Lieut. Lee, R.N., and Ldg. Stores Assist. Graves

Malta wins Colonial Cup for '22 shooting

THE "open sight" '22 Postal Colonial Cup was won for the second time by Malta in 1959.

The competition was started by the N.S.R.A. in 1946 and was first won by Malta in 1948.

The Malta team for 1959 was captained and trained by C.P.O. Le Brun now serving in the Royal Naval Barracks, Devonport.

The team and scores were as follows:

C.P.O. Le Brun, H.M.S. Phoenixia (team capt.)	196
Lieutenant Lee, " "	196
L.S.A. (V) Graves, " "	199
C.R.E.L. Collis, " "	198
S.A. Lambert, " St. Angelo	196
W.O.H. King, " R.E.M.E.	198
W.O.H. Corke, " "	197
Sgt. Smith, " "	197
Sgt. Lyon, " R.A.O.C.	199
	1,580

This lies an all-time record score which was closely followed by St. Helena with a score of 1,579.

Most of the team have now left Malta and the remaining three members in the photograph were presented with the cup at the palace by H. E. The Governor of Malta, on September 29.

Letter to the Editor

There's Room!

SIR.—With reference to the October issue of NAVY NEWS in which you state: "The Enterprise could fit both Queens on her Flight Deck," we (the Juniors) find this very hard to believe, as the weight of the Queens put together is 164,946 tons to the Enterprise's weight of 85,000 tons. The beam width of the Elizabeth is about 118 ft., the Mary is about the same, therefore the Enterprise would have to be at least 240 ft. in width, which does not seem possible. Please verify.

THE JUNIORS OF NO. 1 MESS, H.M.S. FINISTERRE.

[Although it would be manifestly impossible to range the Queens on the flight deck, yet it is true that the extreme width of the flight deck of the Enterprise, and of the six Forrestal class of aircraft carriers, is 252 ft. There'd still be room to drive a jeep between them!—Editor.]

HUGE TANKER LAUNCHED

THE largest tanker ever built in Great Britain was launched into the Tyne on October 18 by The Hon. Mrs. Richard Wood, wife of the Rt. Hon. Richard Wood, M.P., Minister of Power.

The ship, which is being built at the Naval Yard, Walker, Newcastle-upon-Tyne by Messrs. Vickers-Armstrong Ltd., is 817 ft. 9 in. overall and the approximate deadweight is 65,000 tons.

The main machinery consists of double reduction geared turbines capable of developing 22,000 s.h.p., sufficient to give a service speed of 16½ knots. Steam will be provided by two Babcock and Wilcox selectable super-heat-type boilers. The machinery is being supplied and fitted by Vickers-Armstrong (Engineers) Ltd., Barrow-in-Furness.

SUBMARINE COMMAND

H.M.S. Alaric, November, at Devonport for service in 2nd Submarine Squadron.

H.M.S. Walrus, February, at Greenock for service in 3rd Submarine Squadron.

H.M.S. Oberon, February, at Chatham for service in 3rd Submarine Squadron.

GENERAL

H.M.S. Duchess, November 8, at Portsmouth for trials. Commissions January 3, 1961, for General Service Commission, Med./Home. (23 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, November 22, at Devonport for trials. Commissions January 11, 1961, for General Service Commission, Med./Home (23 months). U.K. Base Port, Devonport.

H.M.S. Diamond, end November, at Chatham for trials. Commissions February 7, 1961, for General Service, Med./Home (23 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Plymouth, December 1, at Devonport for trials. Commissions April 11, 1961, for General Service Commission, Home/East of Suez (23 months). U.K. Base Port, Devonport.

H.M.S. Leopard, December 6, at Portsmouth for General Service Commission, South Atlantic and South America/Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Insh, January 10, at Rosyth for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Battleaxe, January 17, at Portsmouth for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth.

DRAFTING FORECAST

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

H.M.S. Crossbow, January 17, at Chatham for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Blake, January 24, at Clyde for Home Sea Service. Commissions March, 1961, for General Service Commission, Med./Home (24 months) U.K. Base Port, Devonport.

H.M.S. Belfast, January 30, at Singapore for Foreign Service, Far East. H.M.S. Jaguar, January, at Portsmouth, for General Service Commission, Home/South America and South Atlantic (24 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Anzio, mid-February, at Malta for Foreign Service.

H.M.S. Troubridge, February 28, at Portsmouth for General Service Commission, Home/West Indies (21 months). U.K. Base Port, Portsmouth.

700 Z Flight, February, at R.N. Air Station, Lissiemouth, for I.F.T.U. H.M.S. Ursa, late February, at Malta, for trials.

H.M.S. Cook, mid-March, at Singapore for Foreign Service, Far East. H.M.S. Whirlwind, March, at Rosyth for trials.

H.M.S. Eastbourne, April 12, at Chatham for General Service Commission, Home/East of Suez (20 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Chichester, April 13, at Chatham for General Service Commission, Home/East of Suez (18 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Berwick, April 18, at Belfast for General Service Commission, Home/Med. (21 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Loch Lomond, April 18, at Chatham for General Service Commission, Home/Arabian Seas and Persian Gulf (15 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Tiger, May, at Devonport for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Carysfoot, May, at Singapore for Foreign Service (Far East). 815 Squadron, May, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Ark Royal).

H.M.S. Jutland, May 24, at Chatham for Home Sea Service. U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Trafalgar, May 24, at Portsmouth for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth.

H.M.S. Dunkirk, May 24, at Devonport for General Service Commission, Home/Med. (22 months). U.K. Base Port, Devonport.

H.M.S. Broadford, May 25, at Chatham, for General Service Commission, Home/Med. (23 months).

U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Scorpion, May 30, at Chatham, for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth. (Normally refits and/or gives leave at Chatham.)

H.M.S. Ashanti, June, at Glasgow for Home Sea Service trials. Re-commissions February 27, 1962, for General Service Commission, Arabian Seas and Persian Gulf/Home (12 months). U.K. Base Port, Devonport.

H.M.S. Lowestoft, June, at Glasgow for General Service Commission, Home/Med. (19 months). U.K. Base Port, Portsmouth.

H.M.S. Falmouth, June, at Wallsend-on-Tyne for General Service Commission, Home/Med. (19 months). U.K. Base Port, Devonport.

H.M.S. Scarborough, June, at Portsmouth, for General Service Commission, Home/Med. (18 months). U.K. Base Port, Portsmouth.

H.M.S. Dampier, June, at Singapore for Foreign Service (Far East).

H.M.S. Dalrymple, June, at Devonport, for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Ark Royal, August, at Devonport for General Service Commission, Home/Med. (24 months). U.K. Base Port, Devonport.

H.M.S. Puma, August, at Devonport for General Service Commission, Home/South America and South Atlantic (20 months). U.K. Base Port, Devonport.

H.M.S. Loch Killisport, August, at Rosyth for Foreign Service (Far East).

H.M.S. Gurkha, August, at Southampton for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Rosyth.

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NEWS OF OTHER NAVIES

A/S WARFARE MAIN OBJECT OF 'FALLEX'

By DESMOND WETTERN

THE wide-scale N.A.T.O. exercise Fallex in the latter part of September gave an opportunity to see something of other N.A.T.O. navies "on the job" and to learn something of their achievements, aims and problems.

The main emphasis is, of course, on anti-submarine warfare. During Fallex the American carrier Essex, for example, was operating anti-submarine aircraft only. This use of older carriers is one that would seem worth investigation in the Royal Navy, especially as piston-engined aircraft and helicopters do not need the refinements of a modern front-line carrier such as the angled deck, steam catapult and so on.

But if American naval policy is relatively familiar that of most of the other N.A.T.O. navies is largely unknown outside the various N.A.T.O. Command headquarters and offices.

The Royal Netherlands Navy aims to contribute to the N.A.T.O. naval

forces in three ways: (a) by contributing to the anti-submarine potential; (b) by a small but powerful contribution to the strike fleet; and (c) by the provision of a strong force of minesweepers. Minesweeping is a national responsibility within the N.A.T.O. framework and nearly all the N.A.T.O. powers now have a fair number of post-war-built sweepers.

HOLLAND'S CONTRIBUTION

Some 12 modern destroyers and the anti-submarine carrier Karel Doorman, a much-modernised ship of the British "Ocean" class, form Holland's contribution to the anti-submarine forces.

During Fallex the cruiser De Ruyter formed part of the Orange Force, but either she or her sister ship De Zeven Provinciën, now being refitted to carry modified Terrier anti-aircraft missiles, would form part of the strike fleet.

All the Dutch submarines are designed as hunter-killer boats. A nuclear submarine might be built if there was evidence of interest in the project from the shipping industry.

SHIPS OF THE ROYAL NAVY
No. 60

H.M.S. LION



H.M.S. Lion, second of the three "Tiger" class cruisers to come into service, was laid down on June 24, 1942, launched on September 2, 1944, and commissioned on July 20 this year.

She was built to the launching stage by Scotts S.B. & Eng. Co. Ltd., Greenock, and completed by Swan, Hunter and Wigham Richardson Ltd., Wallsend-on-Tyne. Her displacement is 9,950 tons (standard), length (o.a.) 555½ ft., and beam 64 ft. Peace-time complement is just over 700 officers and men.

Probably the last "conventional" cruisers to be built for the Royal Navy, work on the three ships was stopped in July, 1946. The decision to carry on with their construction was given in October, 1954, and resumption, to a new design, was commenced in 1955.

The main armament consists of four 6-in. guns, fully automatic, in two twin turrets. The secondary armament is six 3-in. guns mounted in three twin turrets.

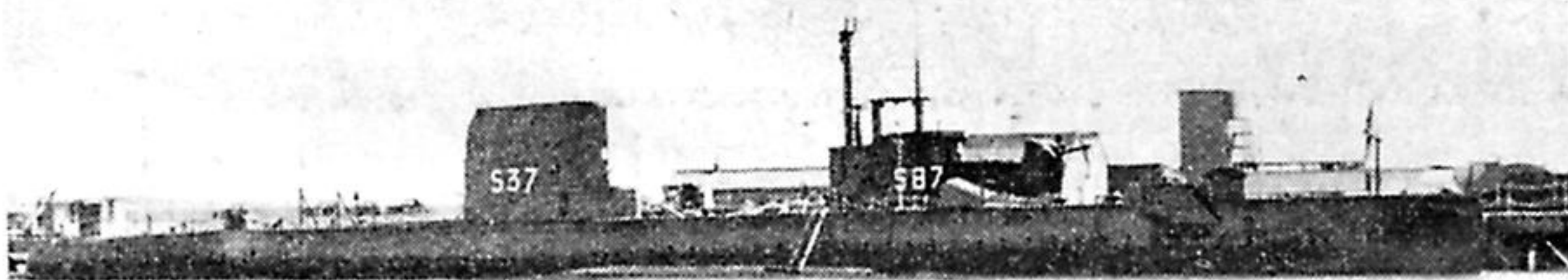
The crest is "A lion rampant gold" on a black field. The motto, *Concorant nomine facta* (The facts agree with the name).

Lion's main engines and guns are not yet entirely satisfactory, but the Admiralty has stated that there is no truth in the suggestion that the "Tiger" class are to be placed in reserve.

(See page 15 for coupon)

Thirty-three thousand visit Talent in one month

H.M. Submarine Talent returned to Portsmouth on September 30 after completing a four-week publicity cruise round the south and east coasts of England. This cruise consisted of visits to Dover, Ipswich, Hull, Great Yarmouth, Harwich, Southampton and Plymouth, and at each place the submarine was opened to visitors for the greater part of the day.



H.M. Submarine Talent just before sailing for her publicity trip

Preferential treatment was given to organised parties from schools, sea cadets and other nautical organisations. Taken round in small groups by one of the Petty Officers they were told how the submarine worked, what it was like to live in and a host of other tit-bits of information concerning this particular branch of the Service; and of course they all had a look through the periscope—always a major attraction to the uninitiated.

WHAT CATALYST?

In all some 33,000 people passed through the submarine during the month; this number was comprised of a vast cross-section of the public, from babes-in-arms to First World War veterans. Questions were numerous and varied from simple domestic ones to complex technicalities. There was even one little ten-year-old boy who remarked: "I say, can you tell me what catalyst is used in the H.T.P. submarines?"

On the whole very few of those who came to see the ship had ever seen a submarine before and they undoubtedly found it extremely interesting.

Needless to say a variety of comments were overheard and one of the more amusing was undoubtedly that of the gentleman from Hull who, upon observing the water gushing out of the engine exhaust, remarked, "Well, if it leaks like that on surface, I don't know what it blinking well does under water."

EXHAUSTED CREW

The Officers and Ship's Company, a reduced complement of only 40, were generously entertained ashore with dances, visits to breweries and the races, an occasional football or hockey match, free tickets to the theatre, etc., and there was no time to become bored. In fact there even came a time when one exhausted member was overheard to remark: "I wish they'd send us off to sea for a fortnight's exercise."

The overall impression is that the cruise was extremely valuable in stimulating interest in the Navy, and in this case particularly in the Submarine Branch. Certainly a warm welcome awaits those ships who visit the same ports in the future.

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Longest-serving Wrens to be presented to Queen Mother at W.R.N.S. Reunion

OVER THREE THOUSAND EXPECTED

FOUR officers and eight ratings of the Women's Royal Naval Service who have been serving continuously since 1939 are to be presented to H.M. Queen Elizabeth the Queen Mother when she visits the Wren Reunion at the Festival Hall on Saturday, November 5, as guest of honour of the Association of Wrens.

This year is the 21st anniversary of the present W.R.N.S. (re-formed by the late Dame Vera Laughton Matthews in April, 1939), although the Service was pioneered in the First World War. During this time the youngest members of the Royal Naval family expanded from a handful of women to a war-time peak strength of some 75,000, and today 3,250 officers and Wren ratings make up the peace-time organisation.

Among the 12 to meet the Queen Mother on November 5 will be First Officer Elizabeth Hill, W.R.N.S., of Deal—longest-serving officer—and Chief Wren Writer (Pay) Jessie Owen, B.E.M., of Devonport—longest-serving rating. First Officer Hill, at present serving as administrative officer at H.M.S. Mercury, the Naval Signal School at East Meon, Hants, joined the W.R.N.S. on September 8, 1939—two

days after Chief Wren Writer Owen, now attached to the Royal Marine Pay and Record Office, Eastney, Hants.

Reservations from former Wrens who wish to attend the reunion have already filled the Festival Hall and only a limited number of seats in the Recital Room, to which the speeches are to be relayed, are still available.

Over 3,000 ex-Wrens or serving members of the Association are expected to be at the reunion, which is also being attended by H.R.H. the Duchess of Kent, Chief Commandant of the W.R.N.S. Some members of the association are making special journeys from the United States, Australia, Ceylon, Kuwait and other parts of the world.

Those present at the gathering will include the First Lord of the Admiralty (the Rt. Hon. Lord Carrington, K.C.M.G., M.C.), the Second Sea Lord (Vice-Admiral Sir St. John Tyrwhitt, C.B., D.S.O., D.S.C. and Bar), the Permanent Secretary of the Admiralty (Sir John Lang, G.C.B.), and the President of the Association (Dame Jocelyn Woolcombe, a former Director W.R.N.S.).

FASHION TALK ON VERNON

WITH Mrs. Morgan Giles in the chair the General Meeting of the Vernon Branch of the Royal Naval Friendly Union of Sailors' Wives was held in the cinema of the establishment on October 5.

Mr. Bryan Bulpitt, of Bulpitts Ltd., gave a most original and interesting fashion talk. To illustrate it he had brought along items ranging from nylon eiderdowns and underwear made from a wide range of materials, to jersey suits and the newest types of knitwear; and at question time he was besieged by members eager to take advantage of his wide knowledge of the subject!

A vote of thanks was given by Mrs. Bass. Thanks, too, are due to Wren Weston who helped with a very well-filled crèche!

CENTRAL COUNCIL MEETING

On October 20 a party of members went by coach to London for this annual event, which is attended by members from all branches. After the meeting, which was held in Church House, Westminster, members were able to watch a broadcast of a B.B.C. TV show at the Riverside Studios.

NEW DIRECTOR



Superintendent J. Davies, O.B.E., W.R.N.S., who is to become Director, W.R.N.S., in May, 1961

H.M.S. Excellent is again providing and training the Cenotaph and Lord Mayor's Show Guard for this year's ceremonies and, in addition, the establishment ordnance staff is constructing a guided missile float to take part in the actual Lord Mayor's procession.

One hundred years of service to the Royal Navy

THE Royal Naval Lay Readers' Society, founded in 1860 as the Royal Naval Scripture Readers' Society, is this year celebrating its centenary. To mark the occasion a service of thanksgiving was held in St. Anne's Church, H.M. Dockyard, Portsmouth, on Thursday, October 13. The Bishop of Guildford, who should have preached, was unfortunately prevented by illness from attending. His place was taken by Canon Adrian Somerset-Ward, the Portsmouth Diocesan Missioner. The lesson was read by the president of the society, Admiral Sir Harold M. Burrough, G.C.B., K.B.E., D.S.O.

Taking as his text "But what are they among so many?" (John 6, 9), Canon Ward compared the beginnings of the Royal Naval Lay Readers' Society with the parable of the loaves and the fishes. The speaker referred to two great principles—firstly, that quality in men is of paramount importance in spreading the Kingdom of God, and, secondly, that the means of spreading the Kingdom is through concentration and not dispersion.

Canon Ward, in recalling these principles, said they form the substance of thanksgiving for a century of work by the society. He went on to

say: "In 1860 many officers were deeply stirred by the unashamed depravity and vice and the consequent high incidence of disease amongst so many of their men. It is good to know that it was Christian consciences that were most deeply stirred and it was Christian minds that set themselves to countering the situation. "In the end you cannot counter depravity by harsh discipline and stern exhortation. You can only counter it by opposing it with sanctity. The most converting force in the world is neither the written word nor the spoken word, but the living word—the quality of life displayed by those who are in the world but not of the world.

"That the picture of morals and self-discipline in the Navy has changed so radically since 1860 we must reckon to be in large part due to the quality of Christian witness injected into the whole service by a steady succession of dedicated laymen. Their number has not been great, but their standards have been consistent."

Canon Ward then went on to talk of the second principle—the concentration of effort. In the same way as the five thousand were made to sit down on the grass in groups of fifty and the disciples were sent to the groups one by one, so the deeply committed Christian laymen entered into the life of the ships and ports and made living contacts with a sailor here and there, touching only a few but touching them at the deepest level.

"If impatient men in 1860 asked, 'But what are they among so many?' they had to wait for their answer, but it was an answer so sure and so lasting that we are met a hundred years later to continue giving thanks for it," he continued.

Others taking part in the service were the hon. treasurer and secretary of the society, the Rev. H. W. Brierley, O.B.E., M.A., R.N., and the Chaplain of the Fleet, chairman of the society.

The large congregation of friends and supporters of the society included the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power, K.C.B., C.B.E., D.S.O., and Lady Power; the Admiral Superintendent of the Dockyard, Rear-Admiral J. H. Unwin, C.B., D.S.C.; the Flag Officer Air (Home), Vice-Admiral Sir Deric Holland-Martin, K.C.B., D.S.O., D.S.C., a vice-president of the society; Dame Elizabeth Hoyer-Millar, D.B.E., Hon. A.D.C., Director W.R.N.S. and a vice-president of the society; and the president designate of the society, Admiral Sir Gerald Gladstone, G.C.B., K.B.E.

Judging was a difficult task at exhibition

AN exhibition of handicrafts made by R.N. and W.R.N.S. personnel in the Home Air Command was opened on October 14 by Commandant Dame Elizabeth L. E. Hoyer-Millar, D.B.E., Hon. A.D.C., Director, W.R.N.S., at H.M.S. Ariel, Lee-on-Solent.

When the Admiralty grant that supported educational and vocational training activities ceased in April, 1959, it was thought that these off-duty pastimes would cease. In fact, the splendid number of entries in this exhibition proved that just the opposite has happened and the whole display far exceeded all expectations.

The standard of entries was particu-

larly high, which made judging a most difficult task, indeed in the woodwork section two first prizes were awarded—one to a set of beautifully hand carved ships' crests and another to a most professionally made Welsh dresser.

With H.M.S. Ariel, six other air stations in the Home Air Command sent down exhibits and prizes were fairly evenly distributed throughout the Command.

A special section was put in for the Refugee Year and, together with dressed dolls and toys from the other air stations, H.M.S. Ariel contributed a beautifully hand-made cot with bed-clothes entirely done by hand together with a fully dressed doll.

All these gifts for refugee children will be distributed by the British Red Cross.



Some of the handicrafts at the exhibition

FILM RELEASES

"The Gazebo" (CinemaScope), farcical comedy, Glenn Ford, Debbie Reynolds, Carl Reiner. "The Professionals," crime melodrama, William Lucas, Andrew Faulds, Colette Wilde. "Doctor in Love," clinical comedy, Michael Craig, Virginia Maskell, James Robertson. "Guns for Hire," outdoors, Rock Hudson, Donna Reed, Phil Carey. "Sands of the Desert" (colour), comedy, Charlie Drake, Sarah Branch, Peter Arne. "Sons and Lovers" (CinemaScope), romantic melodrama, Trevor Howard, Dean Stockwell, Wendy Hillier.

"Light up the Sky," Service comedy drama, Ian Carmichael, Tommy Steele, Benny Hill. "Inherit the Wind," court room melodrama, Spencer Tracy, Fredric March, Gene Kelly. "Strangers When We Meet" (colour, CinemaScope), romantic melodrama, Kim Novak, Kirk Douglas, Eric Kovacs. "Oscar Wilde," Irish melodrama, Robert Morley, Phyllis Calvert, Ralph Richardson. "Never Let Go," low life melodrama, Peter Sellers, Elizabeth Sellars, Richard Todd. "The Brides of Dracula," horror, Peter Cushing, Nantia Hunt.

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LENGTH OF STAY IN MARRIED QUARTERS

I live in a Naval married quarter and have occupied it since February, 1960. I understand I can stay three years but I am worried about what would happen if I were to get a draft to the Far East, say for 18 months. Would I have to move out? I was given the house on compassionate grounds following a welfare report.

I have been advised by the doctor not to take my wife out of the country so I need somewhere for her to live if I get a foreign draft.

The rules about Married Quarters are in A.F.O. 1816/60, paragraph 3 of which states that a man may not normally occupy the same Married Quarter for more than three years. An occupant of a Married Quarter who is drafted elsewhere in the United Kingdom must vacate the Quarter and apply for one at his new place of duty, but if he is drafted to foreign service or a General Service Commission the family may retain the Married Quarter for the full three years.

If, therefore, you get a foreign or general service draft which will be completed before your three years are up, i.e. February, 1963, your wife will be able to stay in the Quarter while you are away. If, on the other hand, you had such a draft in say, July, 1962, your wife would normally be expected to move the following February, on completion of the three years' tenancy. However, the three year rule can be

waived on the authority of the Commander-in-Chief, at his discretion, after taking into account the circumstances at the time; in your case the health of your wife in February, 1963.

DISTURBANCE ALLOWANCE

I would be grateful if you could settle two queries.

In November 1958 I joined H.M.S. Gambia, a Rosyth based ship. In December, 1958, I was married and took my wife to live in Edinburgh, it being my intention to leave her there whilst the ship did the foreign leg of a G.S.C. from July to December, 1959. At the last moment the foreign service leg was extended to twelve months and as my wife was expecting a child I moved home back to Ireland. When the ship returned home in July, 1960, it was to Portsmouth, and is based there until paying off. I reason that my place of duty is no longer Rosyth but Portsmouth.

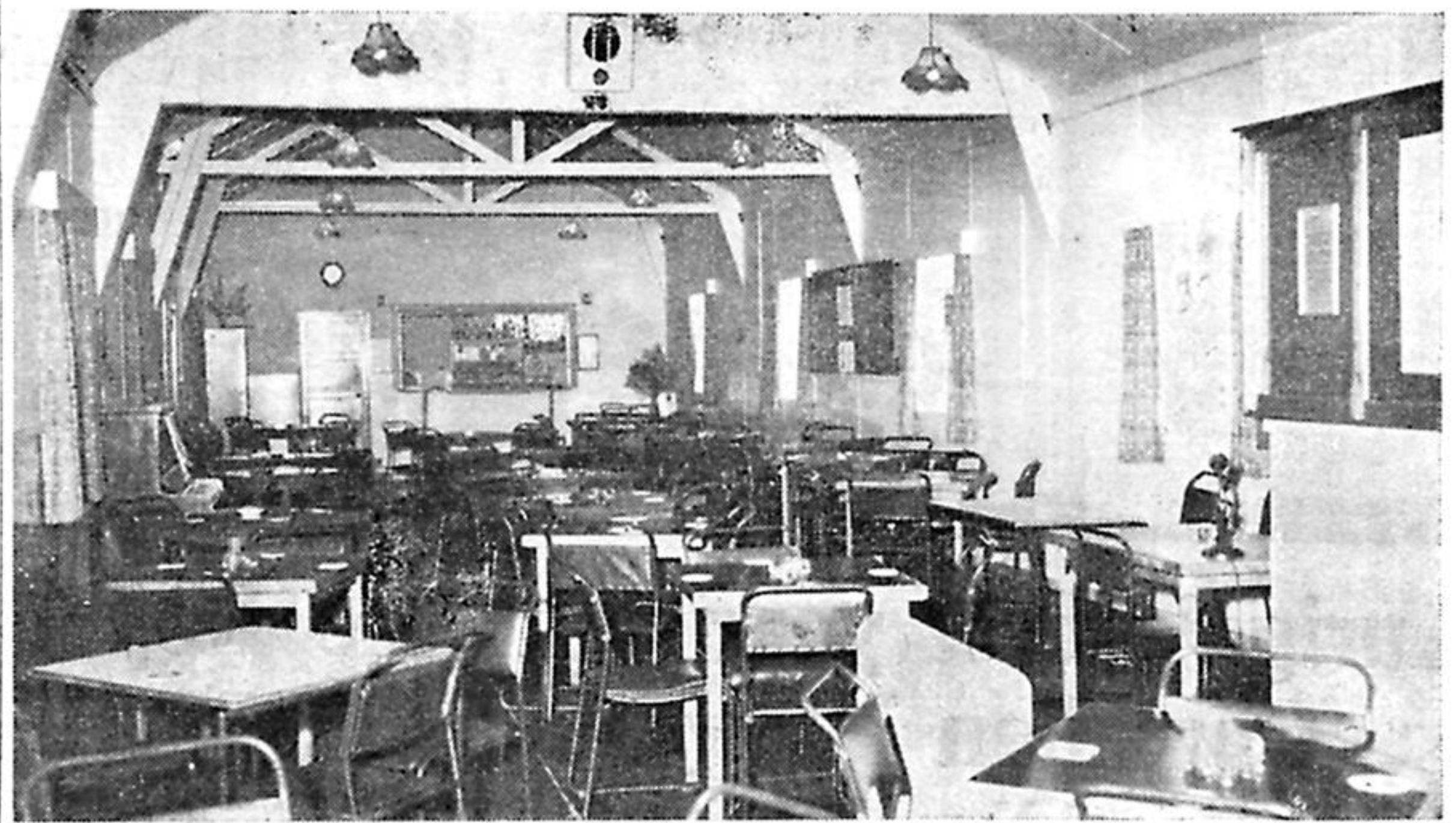
I moved my wife to Portsmouth when the ship arrived home in July but I have been told on board that I am not entitled to claim Removal Expenses or Disturbance Allowance. I realise that I haven't had a draft, nevertheless my place of duty has changed and is there no allowance for this sort of thing? I am told that I'll be able to claim when I next get a draft, but this will be of no use to me as it will be to R.N. Barracks for discharge.

Secondly, is a 12-year man who obtains his discharge by purchase entitled to a percentage of the gratuity he would have received had he completed the full 12 years?

With reference to your query about Removal Expenses and Disturbance allowance, it is the rule that the setting up of a home on being married is at your own expense. If H.M.S. GAMBIA is based on Rosyth then you are not entitled to payment for any move of your family while you remain in the ship, unless she changes her base port. If the base port is changed then you must have at least six months to serve in the ship, which must be expected to remain based at the new base port for six months, at the time you move your family.

I understand that the question of change of base port of H.M.S. GAMBIA has been taken up officially. If it has in fact changed, and the above conditions are fulfilled then it would appear that you are entitled to claim for the move to Portsmouth last July. I would advise you to keep in touch with the Ship's Office on board who will know whether the change in base port is being confirmed, and whether the change affects your entitlement.

A man on a C.S.I (12 years' engagement) has a reserved right to a Service gratuity on discharge, provided he has completed at least ten years' service from the age of 18 years. Men who take a voluntary discharge, e.g. discharge by purchase, are entitled to a proportion of the gratuity they would have received had they served the full 12 years, subject to their having completed the ten years' man's time.



The club room at St. Budeaux

Families' club has out-grown its original premises

CONSIDERABLE interest and enthusiasm has been aroused among the residents of the Married Quarters estates at St. Budeaux and Bull Point in Plymouth, over the St. Budeaux Naval Families' Club.

This club was officially opened in March, 1960, by the Commander-in-Chief, Plymouth Command, Admiral Sir Richard Onslow, K.C.B., D.S.O. The object of the club is to provide a source of friendship and entertainment and to foster the social well-being of the families living in married quarters. Since its inception, the club has more than lived up to that aim.

Since the married quarters estates were first developed it was realised that the community spirit amongst the residents would need to be fostered. The last thing the Navy wanted was that the wives of men serving at sea should feel lonely or forsaken during the husband's absence.

POPULARITY

So popular is the club in fact that the original hut in the Signal Training Centre, St. Budeaux, which was made available by the Commander-in-Chief, is not now adequate, and a further hut has been made available as additional accommodation.

Membership is open to all residents on the estates and costs 5s. each for husband and wife lasting for the period of tenancy in married quarters. Members may invite guests into the club.

All services in the club are given on a voluntary basis and all members are on an equal footing regardless of the rating held. Each member is referred to as Mr. . . . or Mrs. . . . As the club is non-rank conscious, the use of rating is not encouraged.

Activities within the club are varied and well organised. Whist drives, beetle drives, tombola, darts matches and other social functions are arranged on various nights of the week. A fully licensed bar is available and tea or coffee, as well as other refreshments.

TAPE-RECORDING SERVICE

There are also various afternoon activities for mothers with young children.

A USEFUL DIARY

MESSRS. C. H. Bernard & Sons Ltd., the naval tailors of Harwich, have produced a pocket diary for 1961 which should prove of considerable value to those in the Royal Navy and also to those interested in warships.

In addition to personal notes and monthly cash accounts (does anyone ever use these pages?), the diary is a mine of useful information. There are a couple of pages of the chief events in maritime history, 44 pages of warship illustrations and details (with 90 silhouettes of warships of the world) and relative naval strengths of the various powers, a section of seven pages on naval equipment including rockets, armour, etc.

There are also sections on flags, signals and navigation, a mercantile section and a most interesting illustrated section on uniforms, badges, and ranks, pay, etc.

For 4s. 6d. the diary, which is available from Bernards Head Office or any of Bernards many branches, is a real good buy.

A tape-recording service has been introduced allowing wives and children to send and receive greetings and messages to and from husbands and fathers in sea-going ships, thus enabling families to maintain the personal touch.

The club is run by a freely elected committee of nine members which is responsible to the Commodore, Royal Navy Barracks, Devonport, for the conduct of affairs.

The club is successfully filling the much-needed want on large estates at St. Budeaux and Bull Point, and could well be the forerunner of many more such clubs on Naval married quarters estates.

In Memoriam

Robert Meehan, Able Seaman, P/J.981877. H.M.S. Acute. Died August 22, 1960.

William Edward Ernest Hatton, C.P.O. Recruiter, P/JX.134073. Recruiting Office, Southampton. Died September 19, 1960.

Derek Carpenter, Engine Room Artificer 1st class, C/MX.913648. H.M.S. Ben Nevis. Died September 24, 1960.

John Colin Secker, Able Seaman, P/JX. 889638. H.M.S. Victory. Died October 3, 1960.

Peter John Gomme, Able Seaman, D/J.938795. H.M.S. Chichester. Died October 8, 1960.

Michael John Mitchell, Leading Patrolman, P/M.926438. H.M.S. Sea Eagle. Died October 10, 1960.

Mrs. Doreen Woods, Wren Steward (O), WRNS.115721. H.M.S. Condor. Died October 11, 1960.

William Henry Foster, D.S.M., Chief Engineering Mechanic, P/KX.715803. H.M.S. Owen. Died October 16, 1960.

Lieut. M. D. Bristowe, R.N., H.M.S. Fulmar. Died October 19, 1960.

Midshipman W. Gilligan, R.N., H.M.S. Fulmar. Died October 19, 1960.

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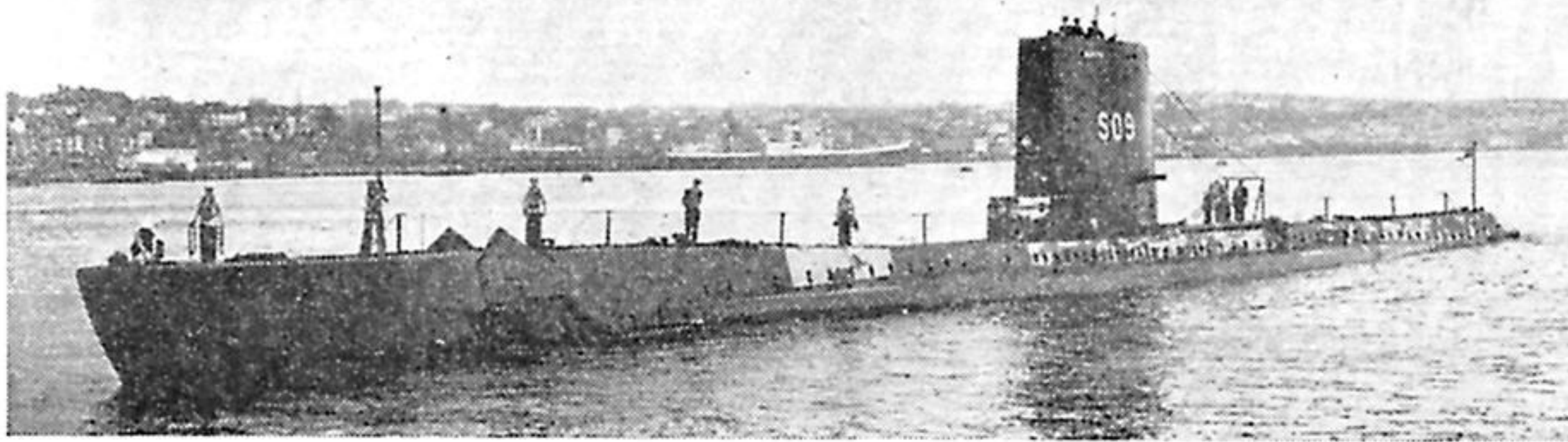
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Members I.N.T.A.





Auriga's first year with the Royal Canadian Navy

Bermuda and New York visited

(BY A "NAVY NEWS" CORRESPONDENT)

NOW that Auriga has been in commission one year and reached the half-way mark of her commission, it seems an opportune time to say what she has done during that year.

After commissioning in Devonport in July, 1959, work-up and torpedo-firing trials took place in Scotland, and then the submarine returned to Devonport to give embarkation leave before sailing to Canada.

The only memorable feature of the trip south from Faslane was the venison which had been acquired—legitimately—from the Forestry Commission and had been hung in the fin.

It had hung for some considerable time (nobody seemed to like venison very much after the first week or so), and one gathers that Auriga was detected by the dockyard several hours before she arrived up the Hamoaze.

We sailed for Canada on November 4, 1959, and arrived at Halifax on November 12.

The Sixth Submarine Squadron is on loan to the Royal Canadian Navy, which pays for its keep, and is used to provide anti-submarine training for the R.C.N., R.C.A.F. and Canadian Naval Air Service. It is nominally composed of two and a half submarines (nobody has actually seen the half), but shortly after we arrived Alderney sailed for home and we found ourselves carrying out all the submarine commitments for four months. In July, Aurochs arrived and the running was somewhat alleviated.

HALIFAX, NOVA SCOTIA

Halifax is the largest port on the east Canadian seaboard which is ice-free

all the year round. It possesses a fine natural harbour, but the city itself is rather provincial and there is a marked contrast between the wooden buildings and the narrow streets of Halifax and the spacious planning of other Canadian cities such as Montreal.

The principal exercise areas are off the Halifax approaches (where the weather in winter is very cold and gales frequent) or in the Gulf Stream (where water conditions and climate are much better).

During the winter the Canadian Atlantic Fleet very sensibly migrate to Bermuda to carry out winter exercises, and establish a base in the old Admiralty dockyard at Ireland Island.

We accompanied them there for part of the time, and managed a couple of week-ends ashore in St. George's Harbour.

As Bermuda lives on the American tourist industry, prices were fairly high and sailors in uniform not welcome in most hotels. Most people contented themselves by zipping dangerously round the islands on motor-assisted cycles and swimming in the warm, clear waters. "You crazy Brits," said one appalled Bermudian. "Fancy swimming in winter!"

CLIMBING A VOLKSWAGEN

It was while we were in Bermuda that Halifax received its first record snowfall (31 in. in eleven hours). Later in spring we were in Halifax when we

were caught in another heavy blizzard. Most of the ship's company managed to make the half-mile walk from the barracks, H.M.C.S. Stadacona, to the dockyard but they were then sent back before the going became impossible. One man found himself walking up a slight hill and found it was a Volkswagen parked deep in the snow.

Summer came, transforming the rather bleak landscape of Nova Scotia. During one maintenance period two parties went off on "Exped." activities—one to spend a week in a survival camp where they lived regally and almost ambushed the torpedo officer in mistake for a bear. The other party made a whaler passage to Lunenburg and back (120 miles) to view the replica of the Bounty being built there for an M.G.M. film.

During the summer we made two separate cruises. The first was to the French island of St. Pierre, which with Miquelon remains the last relic of an Empire that once straddled across most of Northern America. Here we were the first submarine to visit for 25 years, and were made very welcome.

The fishing community took the influx of British sailors to their hearts, there were dances every evening and the bistros remained open all day. The gendarmes collaborated closely and ran a kind of taxi-service for anyone who felt like it back to the submarine. The soccer team played the local team and lost—no disgrace as the St. Pierre team are champions of the Eastern seaboard.

NEW YORK—THE HIGHLIGHT

The second cruise was one to New York, which may well be the highlight of our stay over here. We arrived in pelting rain, which was a slight disappointment as we lost the famous view of the New York skyline.

Most of us "did" New York thoroughly, visiting the Empire State building (fine view of Manhattan), the United Nations (possible view of Khrushchev), Greenwich Village (see the beatniks), the Rockefeller Centre, Times Square, Wall Street and Radio City (excellent view of long legs in the longest chorus line in the world). It was at that time that Khrushchev and the other Comrades were congregating for the United Nations. We had already met the ship that carried him at Nantucket Light; we called her up but she didn't answer, not even to say "Nyct."

The day after we arrived the Queen Elizabeth carrying Marshal Tito berthed at the other side of the pier. New York police, swinging truncheons, were out in force and the First Lieutenant had to have an interview with an official of the State Department so that the liberty men could be allowed back to the boat before their leave expired.

At that time the New York police were in three watches—8,000 of them on at a time, and there was a cohort of imperturbable mounted police resisting a determined onslaught of our sailors.

BRAINS OF THE OUTFIT

New York left an unforgettable impression. There is all the variety of a cosmopolitan city telescoped into a few square miles of island. The flashing lights of Broadway, the tranquillity of Central Park (not so tranquil at night, I am told), the expensive night clubs and the rough dockside areas are all within walking distance of one another.

Not that we often walked—the taxis were inexpensive and provided we said "Toidy toid street" instead of "Thirty-third" we found that the "natives" could understand us tolerably well.

The best story about the taxi-drivers was of the driver who explained that all the Heads of States were coming to New York "but de brains of de outfit is comin' on Sunday—dis fella called Macmillan."

Naval hangar heaters help in drying out flooded cottages

DURING the recent tragic floods in the south-west a request was received from the Crediton Urban District Council for assistance in drying out houses which had been saturated. R.N.A.S. Yeovilton immediately dispatched a party with four NU-WAY space heaters to the area. This was on October 1.

For the next five days the party worked all-out and achieved remarkable success, particularly in the case of "cob" cottages on which the floods had a very destructive effect.

The surveyor and his staff were delighted with the result, estimating that the heaters could dry in two hours what would take sunny weather and time that the NU-WAY space heaters achieve.

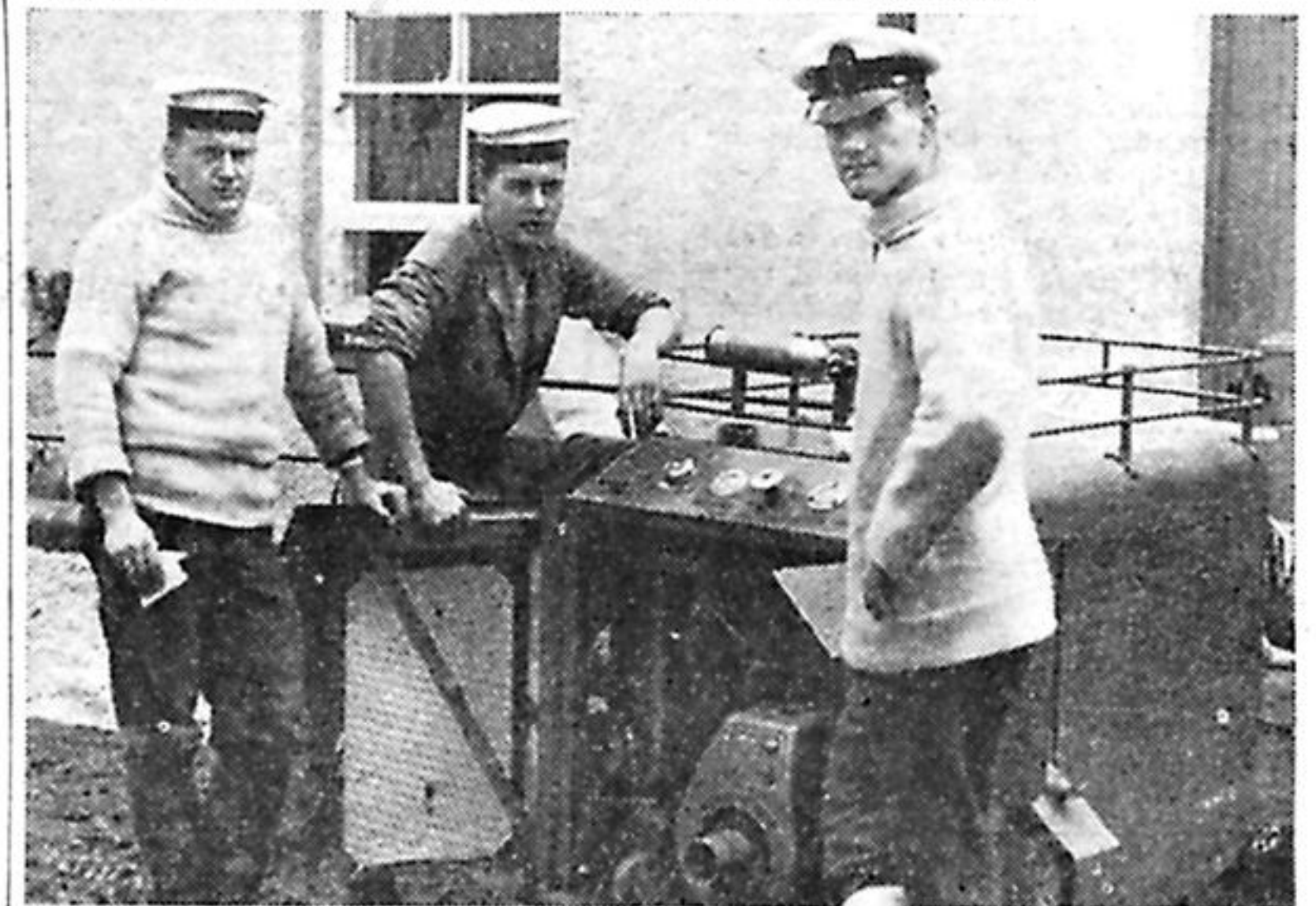
By the end of the week the job was

almost finished when the floods rose again, in one case so quickly as to submerge one of the machines which was caught in an inaccessible position. Next morning the floods fell and work had to be resumed where it was started a week before.

Between operating the dryers the men joined in other operations, filling sandbags, building defences and on one occasion loaded the night mail for London.

Needless to say "Jack" enjoyed this unusual operation and although the work was wet and wearing made many new friends for the Navy in the area.

It is believed that this is the first time that the NU-WAY space heaters—normally used for heating hangars—have been used in the flood relief role. They were invaluable.



Three ratings from R.N. Air Station Yeovilton with one of the Nu-Way space heaters.

H.M.S. TIGER'S GENEROSITY FOR GUIDE DOGS

THE proverbial generosity of the naval man has once again been shown by the ship's company of H.M.S. Tiger.

The officers and men of this ship, which returned to Plymouth on October 31 after almost exactly 12 months in the Mediterranean, have collected £275 for Guide Dogs for the Blind Association.

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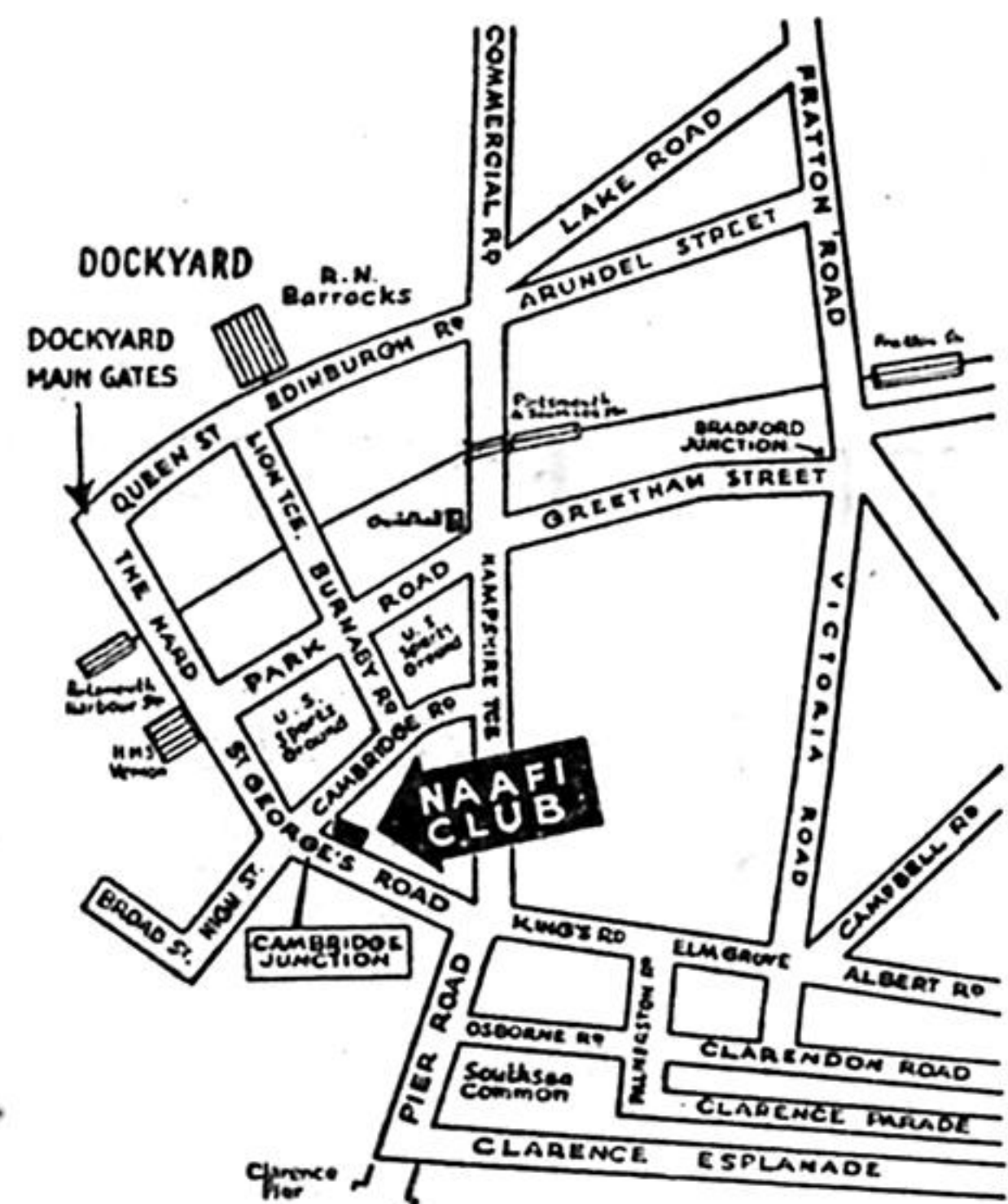
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NEPTUNE'S SCRAPBOOK



Rear-Admiral J. M. Villiers, C.B., O.B.E., was promoted to Vice-Admiral to date October 15.

Admiral Villiers entered the Royal Navy as a Public School entry from Oundle School in 1925 and specialised in signals in 1933. He commanded H.M.S. Bulwark for three years from her first commissioning in 1954 and took part in the Suez operations.

Vice-Admiral Villiers was Mentioned in Despatches during the Second Battle of Narvik, awarded the O.B.E. for his part in the planning and conduct of the operations which led to the capture of Sicily. He was created a C.B. in the Birthday Honours this year.

Vice-Admiral Sir Norman Dalton, K.C.B., O.B.E., was placed on the Retired List to date October 15.

Commodore I. W. T. Beloe, D.S.C., is to be promoted to Rear-Admiral to date from January 7, 1961, and to be Admiral Superintendent, H.M. Dockyard, Chatham, in succession to Rear-Admiral J. Y. Thompson, C.B., the appointment to take effect in February next.

Commodore Beloe is at present Commodore, R.N. Barracks, Devonport. He entered the Royal Navy in September, 1923, and was awarded the D.S.C. while in command of H.M.S. Contest in 1945 for action in the Russian convoys.

Capt. Sir John Walsham, Bt., O.B.E., R.N., is to be promoted to Rear-Admiral to date January 7, 1961, and to be Admiral Superintendent, H.M. Dockyard, Portsmouth, in succession to Rear-Admiral J. H. Unwin, C.B., D.S.O., the appointment to take effect in January next.

An engineer specialist, Sir John entered the Navy in 1929 and was awarded the O.B.E. in 1943 for services at Salerno. He commanded H.M.S. Thunderer, the R.N. Engineering College, Manadon, from 1956 to 1958, and since then has been Fleet Engineer Officer on the staff of the Commander-in-Chief, Mediterranean.

Superintendent J. Davies, O.B.E., W.R.N.S., is to be Director of the Women's Royal Naval Service, in succession to Commandant Dame Elizabeth Hoyer-Millar, D.B.E., Hon. A.D.C., W.R.N.S., the appointment to take effect in May, 1961.

Superintendent Jean Davies was one of the first Communications Officers in the W.R.N.S. and served in the communication team that accompanied Sir Winston Churchill to the Quebec, Cairo and Teheran conferences. She is at present Superintendent of H.M.S. Dauntless, the new-entry training establishment of the W.R.N.S. at Burghfield, near Reading.

Rear-Admiral D. R. F. Cambell, C.B., D.S.C., was placed on the Retired List to date October 19. He has had a distinguished career, particularly in the Fleet Air Arm and was responsible (in conjunction with a civilian officer) for the conception of the angled-deck system, now incorporated in all British and American operational aircraft carriers.

Admiral Cambell entered the Royal Navy as a Special Entry Cadet in 1925. He was awarded the D.S.C. in 1940 for services with the Fleet Air Arm and was the first commanding officer of H.M.S. Ark Royal when the aircraft carrier commissioned in February, 1954. He was Flag Officer Flying Training from October, 1957, until earlier this year.

In October, 1958, Admiral Cambell was decorated with the Legion of Merit (Degree of Officer) by the American Ambassador, for his work on the angled-deck, and was created a C.B. in the 1960 New Year's Honours.

Colonel R. D. Houghton, O.B.E., M.C., R.M., has been appointed a Royal Marine Aide-de-Camp to the Queen in succession to Colonel H. F. C. Kimpton, C.B.E., with effect from September 29.

Colonel Houghton was commissioned in the Royal Marines in September, 1930, and was awarded the Military Cross for his bravery and endurance during the Dieppe raid, during which he was taken prisoner. He is at present Commanding Officer of the Depot Royal Marines, Deal.

Surgeon Capt. (D) P. S. Turner, L.D.S., R.N., has been appointed Honorary Dental Surgeon to the Queen from October 1, in succession to Surgeon Rear Admiral (D) C. J. Finnigan, C.B.

Mr. A. W. G. Williams, who worked for 47 years in the Portsmouth dockyard, and was an honorary lay canon of Portsmouth Cathedral from 1928 to 1959 has been re-elected a member of the house of Laity for the Church Assembly. Mr. Williams has been a member of the Church Assembly since it was inaugurated in 1920.

The Royal Naval Writers' Benevolent Association (founded in 1877) will be holding its Annual Reunion Dinner at the Masonic Hall, Lake Road, Portsmouth, on November 25. Details may be obtained from Mr. S. Dewey, c/o Office of Commander-in-Chief, H.M. Dockyard, Portsmouth.

All-Naval wedding at Singapore



It is fairly certain that the eyes of all readers will be drawn first to the smart young pages, Jeremy Sampson and Roger Meredith at this all-naval wedding in H.M. Naval Base, Singapore. The bridegroom is Lieut. Allan Wentworth Stewart-Fitzroy, R.N., son of Commodore and Mrs. William Wentworth Stewart-Fitzroy. The bride is Susan, daughter of Captain and Mrs. H. G. Southwood. Capt. Southwood is the Chief Engineer, H.M. Dockyard, Singapore. The best man is Lieut. M. J. Day, R.N., of H.M.S. Caprice, and the bridesmaid is Miss Drina Hollman.

Commandant General-visits Far East

THE Commandant-General of the Royal Marines, Lieut.-General Sir Ian H. Riches, K.C.B., D.S.O., left Britain on October 18 for a three-week tour of the Far East. He is to visit Singapore, Indonesia, Australia and New Zealand.

At Singapore, his first stop, he inspected 42 Commando, striking force of Britain's commando carrier H.M.S. Bulwark, at their base at Sembawang, where they have been undergoing training ashore. He also had discussions with the Commander-in-Chief, Far East Station (Admiral Sir David Luce, K.C.B., D.S.O. and Bar, O.B.E.) and other service chiefs on the island.

He next made a two-day visit to Djakarta at the invitation of the Indonesian Naval Chief of Staff. While in Indonesia he saw something of the country's own Marine Corps.

AUSTRALIAN TOUR

In Australia, General Riches will visit the Commando-type territorial units of the Australian Army with which the Royal Marines have official affiliations. In the course of his

New Zealand the Commandant-General has been invited to visit H.M.N.Z.S. Philomel, the base at Auckland. There he will present a cup for award in sporting events by units and establishments of the New Zealand Navy. In addition he will hand to the Mayor of Auckland a Corps crest and inscribed painting. Recently the people of Auckland presented to the Royal Marines a replica of their city crest, and this now hangs in the Depot, Royal Marines, at Deal.



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King of Beasts—noble strength and tenacity of purpose

LONG HISTORY OF BRAVERY IN THE THICK OF BATTLE

'One—but that one a Lion'

(BY A SPECIAL CORRESPONDENT)

IN every land and in every tongue, the lion is synonymous with strength and valour in combat. No slinking about in the undergrowth of the forest, no sly cunning and evil ways, but "King of the Beasts" by virtue of noble strength and tenacity of purpose, the possessor of desirable attributes and the subject of a host of proverbs and sayings.

"VESTIGIA . . . NULLA RETRORSUM."
(no footprints backwards at the lion's den)

With the longest list of battle honours of any ship at present in commission, we are justly proud of the records of our forbears. From the Armada to Jutland the pages of naval history show the fate of those who came too close. From the 500-ton ship which fought against the Armada to the famous flagship of Admiral Beatty, we have a long history of bravery in the thick of battle. We have one regret—so little tangible history has come down to us; some silver and the gunroom tally of the last Lion. Where, one wonders, are the figure-head, carvings and trophies of the third-rate which won seven battle honours between 1653 and 1692?

"EX UNIQUE LEONEM"

(By his claws ye may know the lion)

From the first recorded Lion, a vessel of 120 tons captured from a Scottish privateer in 1511, to the eighth, a third-rate sold in 1837, there was little change in the Lion's claws or the method of using them. The ninth and tenth were armed in the manner of their time: Beatty's Lion was only one of many ships with a main armament of eight 13.5 inch guns, and 16.4 inch guns in the broadsides. The armament of the present ship represents the culmination of the science of naval gunnery.

Technicalities apart, the radar-controlled, automatic armament has

caused some radical changes in the make-up of the ship's company. C.P.O. Grant, the Chief G.I., points out that whereas the complement of a ship was decided by the number required to man the armament in action, it is now decided by the number required to maintain it for action. The peace-time surplus labour force has vanished, for much of the equipment is manned by electrical branch maintainers. The day-to-day chores need a communal duties party made up of ratings of all branches, hard-pressed in spite of chromium in place of brass and laminated plastics in place of easily marked paintwork.

For the few junior seamen life is not so different. Training in seamanship

and school as before, but now each man aspires to a specialist qualification, and the powder-monkey type of action job has given way to the inevitable switch and button-pushing.

"BUT THE RIGHTEOUS ARE AS BOLD AS A LION"

(Prov. 28: 1)

From morning prayers at both watches to the late-night epilogue on the S.R.E., Lions are reminded to be of good cheer. The schoolroom is a far cry from a corner of the "Arab



Capt. J. Scotland, D.S.C., R.N.,
Commanding Officer of H.M.S. Lion

Quarter" and the blackboard that falls off the easel to the detriment of the Instructor Officer's head when the ship rolls. The forward bulkhead is a modern folding partition—open the schoolroom and chapel are combined to make a pleasant and well-lit space. The choir rehearses weekly, and although there is no proverb on lions singing, we aim to roar as gently as any sucking-dove.

"BE SOBER, BE VIGILANT; BE CAUSE YOUR ADVERSARY THE DEVIL, AS A ROARING LION . . ."

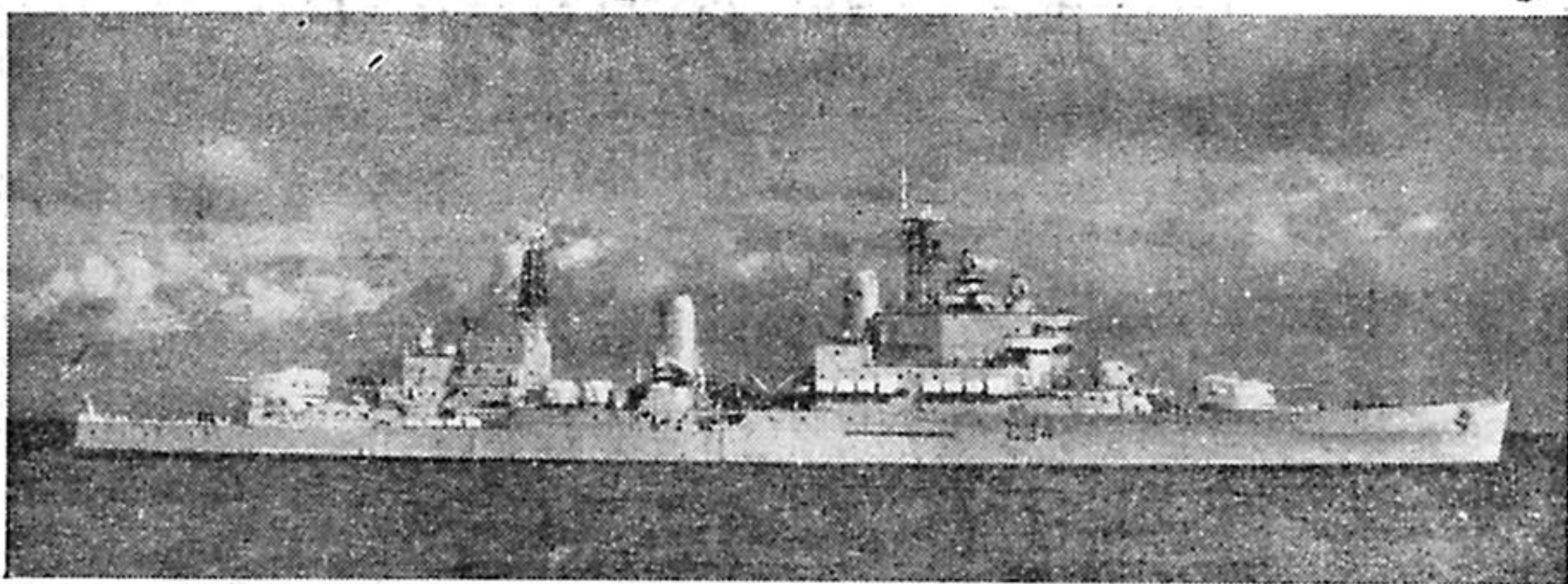
Master-at-Arms Davis has an equal interest with the Rev. Knight in keeping this devil at bay. So far, however, his adversary has not appeared to do battle. He is very reluctant to quote his particular record in case someone sets out to break it—but the first three months of commission has shown a remarkable record of good conduct. This and other signs and portents known to Joss-men tell him that this is indeed a happy ship. He is even to forgive the unknown who got salt water into the grog one day.

*"The lion is the beast to fight,
He leaps along the plain,
And if you run with all your might,
He runs with all his mane."*

This brings to mind food and fitness. The senior ratings claim that this



The oldest and the youngest of the ship's company. Sick Berth Chief Petty Officer Mason and Junior Seaman Steinley



The last Lion—so little tangible history

is the finest ship for food that they have yet served in. The juniors are too busy eating to comment on this.

On the field of sport Lion is always ready to do battle. "Come on Lions" is an effective battle cry for the spectators to roar. The trophy cupboard is waiting for the collection that we mean to make.

*"Strong is the lion—like a coal
His eyeball—like a bastion's mole
His chest against his foes."*

It is a little difficult to find a lion quotation on communications, electricity and engines. But without too much stretch of the imagination we can apply this to the bright light of the flag deck, and the up-to-date equivalent of the watchful eye—radar. Facts and figures are out of place here, but we probably pump out

enough power to cook unlimited lion's breakfasts.

Our lion's chest is just as strong against the foe as the wooden walls were. The breathing equipment is better—dragon's fire or tiger smoke—we are ready to eat the lot.

"Wake not a sleeping Lion."

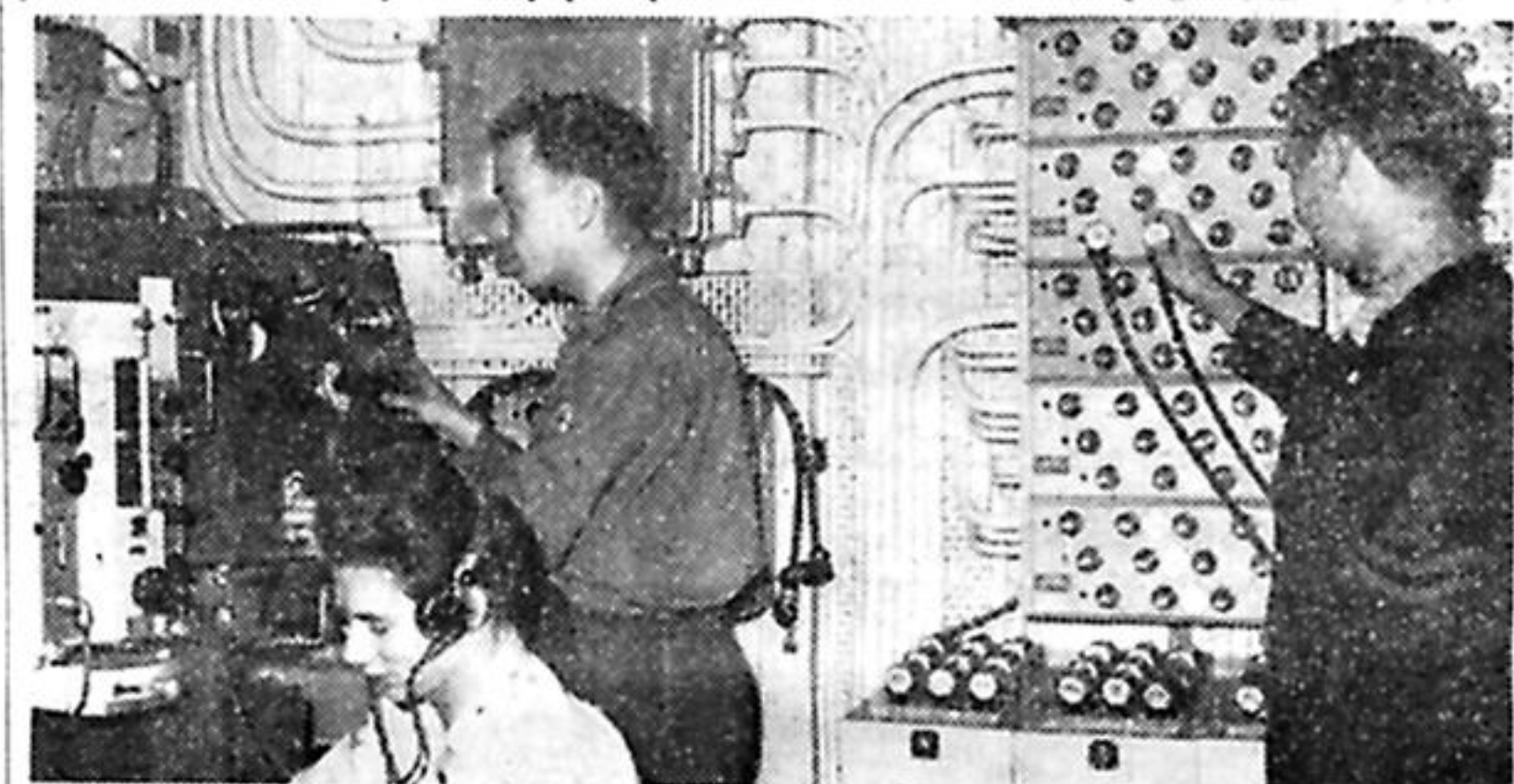
You wouldn't either if you had a genuine lion's bunk to stretch out on.

"A lion among ladies is a most dreadful thing for there is not a more fearful wild-fowl than your lion living."

(Midsummer Night's Dream)

All is not work and no play in Lion. The dance committee are hard at work organising the event of the season in the South Parade Pier ballroom on November 28. Lions young and old are

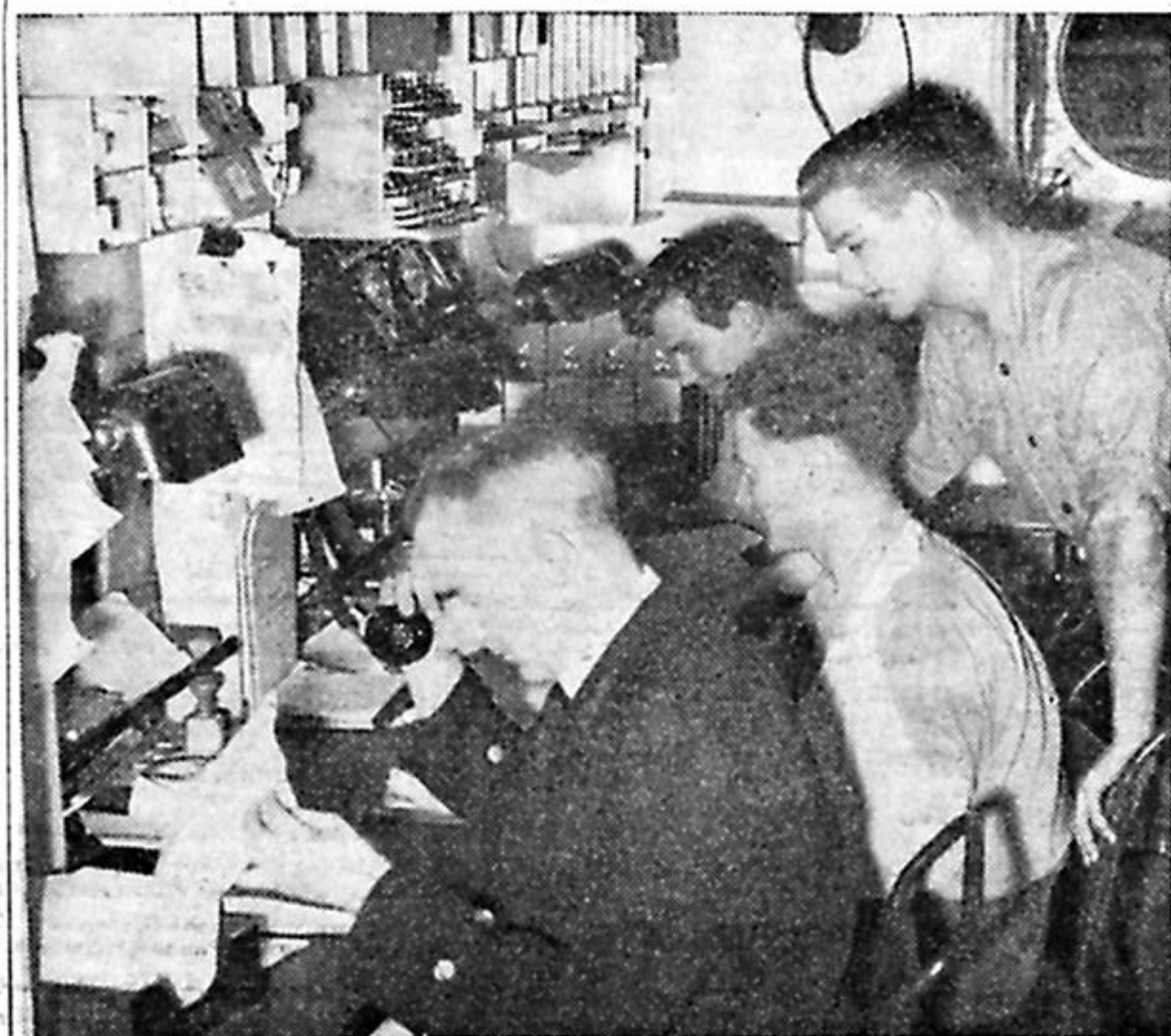
(Continued on page 9, column 1)



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Chief Petty Officer Cook (S) J. Sultana and Master-at-Arms E. Davis in happy mood



Stores Chief Petty Officer (S) Haslam and the Naval Stores office

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Jottings from Condor

Commanding officer is given a rousing send-off

New Captain for Condor

AN annual event during the Summer Leave periods within the Fleet Air Arm is the Dartmouth Cadets' Flying Camp, which this year was held at R.N.A.S. Arbroath. The aims of the camp are (i) To cultivate the Cadets' interest in the Fleet Air Arm and to broaden their knowledge of air matters, and (ii) To give Midshipmen and Cadets, who show the aptitude, the opportunity to fly solo.

Thirty-six Midshipmen/Cadets attended the camp, which was split into three fortnightly periods from August 4 to September 14. The camp was commanded overall by Lieutenant-Commander M. A. Tibby, and staffed by Flying Instructors and maintenance ratings drawn from the other units of the Home Air Command.

The aircraft used were Tiger Moths, and in their flypast they afforded the trainee air mechanics the opportunity to observe something which is becoming all too rare in this day of jets and turbo-props, a collection of good old-fashioned piston-engined aircraft.

the Parade Staff enlivened the proceedings with a very spectacular pyrotechnics display.

At the Main Gate, after a *feu de joie* had been fired by a Guard drawn from Aircraft Artificer Apprentices, Captain Tanner was presented with the pendant, and departed from the Station in his car, taking with him the good wishes of the entire Ship's Company and civilian staff—who all wish him well in his new appointment. Captain Illingworth is welcomed to H.M.S. Condor, and it is sincerely hoped that his stay will be a happy one.

VISIT OF MODERATOR

On Monday, October 3, H.M.S. Condor was host to the Moderator of the General Assembly of the Church of Scotland, the Right Reverend Principal Burleigh, accompanied by the Moderator of the Presbytery, Reverend T. Gemmell Campbell, the Reverend J. Reid, and the Presbytery Clerk, Mr. G. Gillon.

Principal Burleigh was in the Arbroath area and expressed a wish to visit the Station. He was shown around the various departments and met members of the congregation of the Church of Scotland and Free Churches.

Air Artificer J. D. Sargeant, the Condor crack-shot, has once again been successful in his target perforations. At a meeting of the local shots,



Led by the massed bands and hauled by the officers, Capt. Tanner leaves H.M.S. Condor

the Angus and Mearns Rifle Association at Barry Range, he won the National Rifle Association's Bronze Medal, and various cash prizes. A very creditable performance.

CONDOR CANOE CLUB

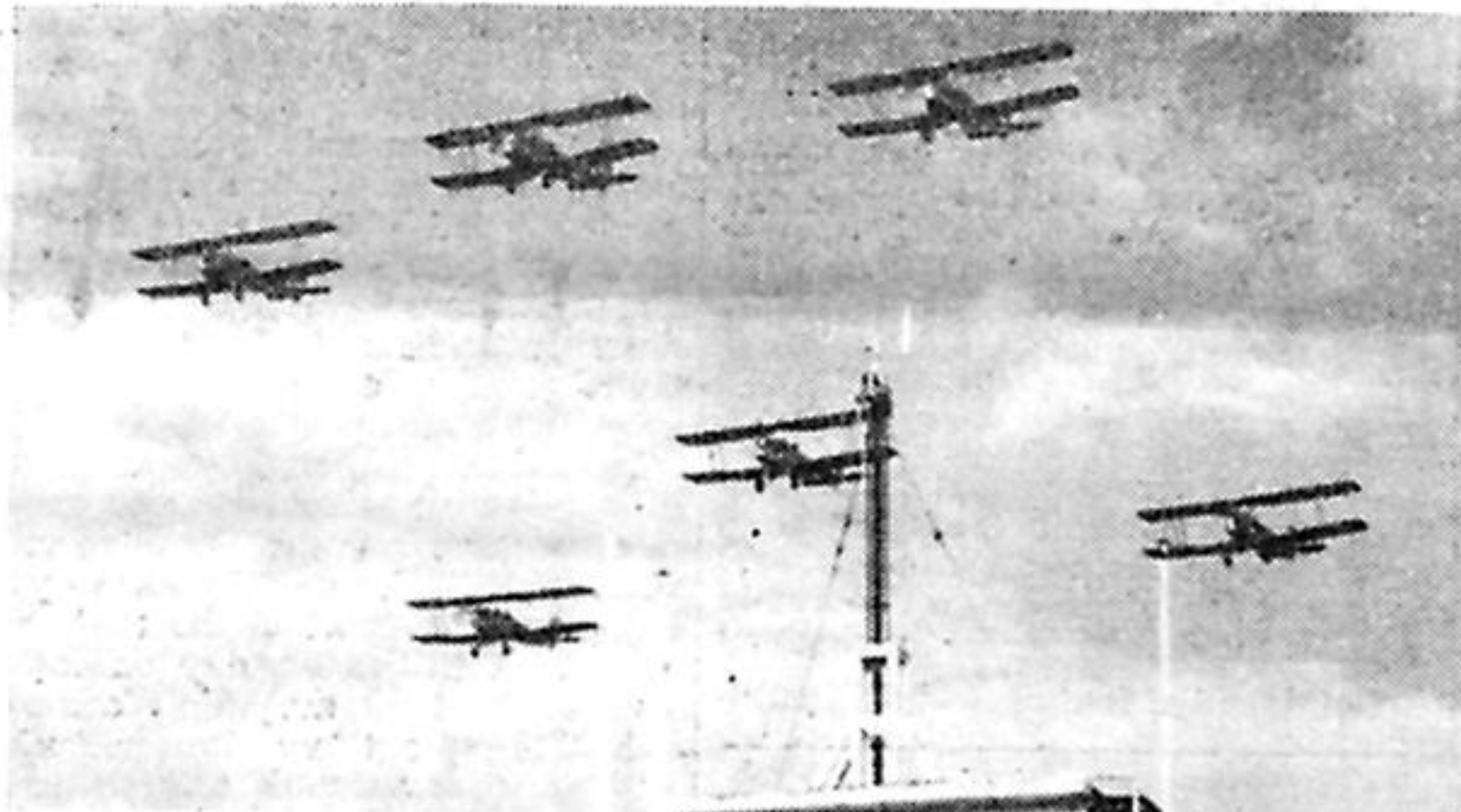
The chances of the Condor shooting teams in local and command competitions, which were always very good, have been enhanced by the appointment to H.M.S. Condor of Sub-Lieutenant G. M. Ramsay, a Bisley shot of some note. Under his leadership, an inter-part small bore rifle league has been instituted, from which



Capt. P. H. C. Illingworth, R.N.

Tuesday, October 4, saw a change in the Commanding Officer of H.M.S. Condor, Capt. G. W. Tanner was relieved by Captain P. H. C. Illingworth. After addressing the assembled Ship's Company and civilian staff on the parade ground, Captain Tanner was given three cheers and hoisted on to the shoulders of the senior Chief Petty Officers at Condor, while the Captain's Pendant was ceremoniously struck from the masthead.

After being placed, still on his dais, on to a float, Captain Tanner, preceded by the Massed Royal Marine Scotland Command and Condor Bands, was hauled through the establishment by the officers. The bands set the pace with a rousing version of "Will Ye No Come Back Again," and



Formation flying by Tiger Moths of the Dartmouth Cadets' Flying Camp



Moderator of the General Assembly of the Church of Scotland and Free Churches visits the workshops with Captain G. W. Tanner



H.M.S. LION

(Continued from page 8, column 5)

looking forward to putting this to the test.

"CONCORDANT NOMINE FACTA"

(Ship's Motto)

The facts agree with the name. And also with the happy spirit pervading the ship. Not only do we take pride in the exploits of previous Lions and their crews—the old "Lions" still with us take a pride in us. The Earl Mountbatten was a Midshipman in the last Lion—from him we have the gun-room tally and a photograph of the ship's officers. The captain in that

photograph is now Admiral of the Fleet, Lord Chatfield, who was the guest of honour at the wardroom Trafalgar Night dinner last month. In the wardroom lobby hangs the citation of the V.C. won by Major Harvey at the Battle of Jutland. Presented by the Corps of Royal Marines, this and other trophies remind us of our glorious tradition.

"Ay, now that the old Lion is dead, every ass thinks he may kick at him."

(Samuel Parr)

It is just possible there may be some asses who believe all that they read. We hope they take note of Mark Twain's words—otherwise they may find themselves emulating that poor speller Artemus Ward—"I girded up my Lions and fled to sea."

it is hoped to select a really first-class station team for competition entries.

After many years of slow progress, canoeing is rapidly becoming a major sport in the British Isles. In its crudest form, that is the unsteady propulsion of home-made two-seaters covered with canvas, it gives pleasure to thousands of young people on the rivers and canals of Britain.

It was in this crude form that canoeing came to H.M.S. Condor. When the trainees at R.N.A.S. Barmouth were absorbed in H.M.S. Condor, six complete home-made canoes were also transferred together with two frames. These canoes are still the basis of Condor's canoe fleet.

Since those days club members have paddled many hundreds of miles and completed many canoe camping expeditions. The chosen waterway for a long expedition is the 60-mile-long Caledonian Canal, which includes the 24-mile length of Loch Ness. Numerous trainees have learnt the pleasures and discomforts of long-distance canoeing on the Caledonian Canal.

This canoe touring is an ideal form of Venture Training and brings out the best qualities of stamina and self-sufficiency in young men. The usual expedition occupies six days, including the best part of one and a half days travelling to and from the canal. The participants are normally almost uninitiated in the arts of canoeing and so a first day's run of about six miles is quite sufficient. This rises to 24 miles on the last day, which, though modest by some standards, is a worth-while performance for such newcomers to the sport.

The magnificent scenery on this waterway, particularly at the western end, and the sense of achievement at having successfully survived in the open for six days, makes this trip a memorable episode.

(Continued on page 16, column 3)



Members of the Supply and Secretariat Mess about to enjoy their beer allowance. Old timers will notice the game of "uckers" in progress

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Churches of the Royal Navy

Present Church of Royal Marines, Eastney, contains relics of the Crinoline Church

NOW FIFTY YEARS OLD

THE present church at the Royal Marines Barracks, Eastney, the foundation stone of which was laid by the Princess of Wales on March 16, 1904, and dedicated on November 17, 1905, by Dr. Royle, then Bishop of Winchester, replaced the original church which had been bought from a local parish in 1866.

This original church, a great wooden building called, from its shape, the Crinoline Church, was 72 feet across and 58 feet high and could accommodate about 800 people. It was stood on a site which is now the Commanding Officer's garden.

The design of the present St. Andrew's Church was by the Works Department of the Admiralty and the design was also used for the Royal Marines church at Deal and the Naval Barracks at both Chatham and Devonport.

Relics of the old Crinoline Church and many reminders of the fact that Eastney was once the home of the Royal Marine Artillery are contained in the present church, together with many plaques and tablets recalling personalities and incidents in the history of the Corps.

Although the exterior of the church is not particularly distinguished, the interior of the building is certainly not without merit. As there are many windows, and only one major one with coloured glass, the general impression is of lightness and space, and this is enhanced by the lines of white columns along the length of the nave. But the eye is at once taken by the splendid east end, for leading up to it along the length of the nave and aisles, hang lines of wrought-iron electroliers with gilded bosses which gleam in the daylight, and by night the lamps themselves draw the eye towards the altar.

MEMORIAL TABLETS

At the west end is a small apsidal raised baptistry with its marble font. The five small windows of the baptistry are coloured and are a memorial to Lieut.-Colonel E. P. Brittan, R.M.A. Above the baptistry is the tall west window with five long, plain lights, and here round the walls are many memorial tablets, some in bronze, and some in stone, which come from the Crinoline Church, and serving to link the old church and the new.

The nave is long and lofty, and well-

lit by the line of clerestory windows, and there are two aisles, also with plain glass windows. At the east end of the north aisle is the Lady Chapel, and here daily prayers are said, and during the week the Holy Communion celebrated. On the wall of this aisle are eight mosaic panels, personal memorials, each portraying an Old Testament character.

At the west end of the south aisle is a Children's Chapel, of which the altar was once used in ships at sea, by a former naval chaplain. At the east end of the south aisle, on the south wall, are six memorial mosaics depicting saints, and a seventh, which, oddly enough, is not of a saint or scriptural person, but of the legendary hero Sir Galahad.

Two of these mosaics, of Saint George and Saint Andrew, form the reredos of a memorial altar—the altar of remembrance, beside which stands the Book of Remembrance, in which are written the names of 1,350 officers and men of the Portsmouth Division, Royal Marines, who lost their lives in the Second World War.

ACT OF REMEMBRANCE

This Book of Remembrance was unveiled and dedicated on November 11, 1951, and it is the custom that every Sunday, before morning service begins, a senior N.C.O., at the bidding of the chaplain, turns a page, and the congregation makes an act of remembrance, so that the sacrifice of these men's lives should not be forgotten.

In the nave itself, above the lectern and the pulpit, hang two sets of Colours. Those farthest from the chancel arch are the Colours of 1858, and those nearest, of 1894. Before the amalgamation in 1923 of the Royal Marine Artillery, whose home was at Eastney, and the Royal Marine Light Infantry, Eastney, had no Colours, for to the Artillery, the Guns stand in the place of Colours, and so it was that Colours were not paraded at Eastney until 1923. The last Colours to be laid up in St. Andrew's Church hang in the



St. Andrew's Church, Royal Marines Barracks, Eastney

chancel. They are the Colours of 1931. These were paraded for the last time on April 23, 1956, when the Duke of Edinburgh, Captain-General, Royal Marines, presented the new Colours to the Portsmouth Division, at Eastney.

DIGNITY AND RICHNESS

The chancel and sanctuary of St. Andrew's are full of dignity and richness. The east window, which is a memorial to the officers and men who died in the South African War, has three coloured lights.

Below the east window is a most unusual tryptich of mosaic in a wooden frame.

On the east wall, to the north and south of the altar, and rising to the level of the tryptich, is a row of mosaic panels. Above these panels, to the level of the window, the wall is covered with unglazed, patterned, terracotta tiles. This tryptich, and the panels, form the memorial to the men who were killed in the First World War, and the parts of this memorial, together with the east window above, have a unity of design which really explains the dominance of the east end

(Continued at foot of next column)

H.M.S. Forth returns home after 13 years

THE Submarine Depot Ship H.M.S. Forth, affectionately known as "Mum" by the many hundreds of officers and men of the First Submarine Squadron to whom she has meant home and relaxation following patrols, returned to Devonport on October 11 after nearly 13 years' service in the Mediterranean.

As she steamed into Plymouth Harbour she was flying a paying-off pendant 555 feet long! On her departure from Malta she was escorted out of harbour by His Excellency the Governor and a fleet of small boats and launches saying farewell to one of the Island's "landmarks."

In addition to her duties as mother ship to British submarines and coastal minesweepers in the Mediterranean Fleet, H.M.S. Forth in the last 13 years has played her part in the traditional roles of a British warship on foreign service. In 1950 the ship's company helped to put out forest fires in Turkey, and she gave valuable aid during the Greek earthquake in 1953. A temporary children's hospital which her ship's company built then in five days is still being used at Argostoli. In 1956 she

saw active service at Port Said as the headquarters ship for the Naval Officer in Charge during the Suez crisis.

She will continue her duties as mother ship to the Second Submarine Squadron at Devonport.

MARINES 'ATTACK' FRANCE

ROYAL Marine Commandos from the Joint Services Amphibious Warfare Centre were attacking the French coast on the famous wartime beach-head Utah, near Cherbourg, over the week-end, October 15-16th, in an exercise with units of the French Army.

The main purpose of the exercise was to enable the French forces to practise defence and withdrawal from a coastline.

British forces, made up of Royal Marine assault and Gemini inflatable raiding craft squadrons with a company group of the 4th/6th Royal Berkshire Regiment (T.A.), were taken to the French coast in the destroyer H.M.S. Finistère, the frigate H.M.S. Loch Fyne, and the tank landing craft H.M.S. Rampart.

SOUTH AFRICAN FRIGATE LAUNCHED

THE South African anti-submarine frigate President Kruger was launched on October 20, at the yard of Yarrow & Co. Ltd., Scotstoun, Glasgow.

The naming ceremony was performed by Mrs. H. H. Biermann, wife of Rear-Admiral H. H. Biermann, S.S.A., O.B.E., and the religious service conducted by the Reverend P. C. Rodger, M.A., Rector of St. Fillan's Church, Kilmacoll.

Frigates of the class to which this ship belongs have all-welded hulls which are 370 feet in length and have a beam of 41 feet.

Having been primarily designed for the location and detection of the most

(Continued from previous column) of the church: a characteristic which is so desirable, and so often lacking.

There is also, in the sanctuary, high up in the south wall, a little stained-glass window which was once in the Crinoline Church and is a memorial to a Major Noble.

Mounted on a pillar on the south side of the nave, is a small silken standard, blazoned with the arms of the Isle of Walcheren. This standard was presented to the Royal Marines in the rebuilt County Hall at Middelburg by the Queen's Commissioner "from the grateful inhabitants of the Isle of Walcheren, the German fortress you liberated." On February 3, 1952, it was dedicated and placed in St. Andrew's Church by the Reverend John Armstrong, at the direction of the Commandant-General, Royal Marines.

modern type of submarines, they will be fitted with the latest underwater detection equipment and anti-submarine weapons of post-war development. A novel design of geared steam turbine machinery of high power will give them the speed necessary for their important task. Good sea-keeping qualities will enable the vessels to maintain their high speed in rough seas.

In addition to the specialised equipment mentioned above, the ship will have a main armament of two 4.5-inch guns in a twin mounting and also a twin Bofors mounting.

The structural arrangements of these vessels have been specially designed so as to save as much weight as possible. The President Kruger will be air conditioned to provide the maximum comfort for the crew in tropical climates.

Fast Marathon

THE Whale Island autumn marathon took place on September 29 when 152 competitors took part, 130 of whom survived the course.

The pace of the whole race was fast, the winner, Ordnance Artificer Brown, completing it in 49 minutes 25 seconds, with Leading Seaman Matcham second. The Ordnance Artificer's team won the trophy with an aggregate of only 52 points. Lieut.-Cdr. Colclough won the veterans' cup.

The Whale Island Boy Cadets entered a team, the individuals of which came 10th, 32nd, 41st and 66th—a most creditable performance for which they were awarded an extra small trophy.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send full details of the Progressive Savings Scheme

Name.....

Address.....

Rating or Rank..... Age next birthday.....

MOTORING NOTES

Smooth tyres reason claim was not met in full

IN motoring circles, October is always associated with the Motor Show and is also accepted in England as the time to prepare for winter motoring. Those who have not already done so should have their car radiators flushed out and refilled with the appropriate quantity of anti-freeze, and unless a multi-grade oil is used in the engine, it is also time to change to winter-grade oil. At the same time don't forget to check your brakes, tyres and lights.

INSURANCE PITFALLS

The majority of car and motor-cycle owners seem to think that once they have paid their premium and received their policy that they have no further responsibilities, and that in the event of an accident the insurers will foot the bill regardless of the cause of the accident. So they will, provided you have complied with the "conditions" and I suggest you all read that section of your policies. You will find somewhere in the "Conditions of the Insurance" that you are required to keep your vehicle in good serviceable condition at all times.

A word of advice. In the last few weeks I have come across two cases where cars have skidded on wet roads due to smooth tyres and have overturned, causing about £150 worth of damage. In each case the appropriate "condition" has been invoked and the owner has been required to pay 25 per cent. of the repair costs and also fit new tyres—in each case an outlay of over £60. In another case the brakes failed and the car ran into the rear of another, causing damage to both vehicles. The claim has been repudiated because the brakes were not properly maintained and the owner will be faced with a repair bill of about £70.

In the unusual event of you being quite blameless in an accident and you have to bear the first part of any claim, usually £5 or £10, known as an "excess," this applies whether you are blameless or not. It is up to you, not your insurers, to claim the sum involved from the other person and there is nothing automatic about it at all.

USED-CAR PRICES

Most people do not appreciate how much used-car prices have crashed in recent months and are still paying absurd prices for old cars. A pre-war car, which after all is at least twenty years old, has hardly any value at all. If you don't believe this, try asking for a quotation in part exchange and see what sort of frosty reception the car

salesman gives you. Even post-war car values have dropped, so that, for example, a 1947 Hillman Minx is now valued at £80, which is half the price they were fetching a few months ago.

Incidentally, anyone who puts down a deposit on a used car is a chump. If you change your mind, do not expect to get your deposit back because the dealer is legally entitled to keep it.—A. E. MARSH.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
J. P. Phillips, JX 145467, F. W. Bourne, JX 215918, J. H. Ashby, JX 151192, T. J. N. Edgumbe, JX 177499, E. W. G. Frankling, JX 160018, K. Trenner, JX 152305, E. G. J. White, JX 154417, A. H. Tyler, JX 147541, D. Longville, JX 155306, A. J. Patterson, JX 136188, E. C. Lomax, JX 162878, G. J. C. Cousins, JX 151722, K. J. Slatter, JX 151243, W. Hurley, JX 137178, L. T. Casey, JX 152165, D. K. Wilkin, JX 159555, K. C. Chinery, JX 158110.

To Chief Engineering Mechanic
R. I. C. Tytherleigh, JX 832449, W. M. Walker, JX 766289, L. Campbell, JX 97218, J. E. Pugh, JX 105351, G. Brown, JX 97574, F. Havlin, JX 95370, A. S. Matthews, JX 97221, L. A. Warnes, JX 88084, D. V. Davis, JX 93213, W. E. Wiberley, JX 581085, A. E. Fisher, JX 92036, K. C. Roach, JX 97609, R. J. Fraser, JX 771790.

To Acting Chief Ordnance Artificer
B. W. Hack, JX 857700.
To Chief Radio Electrician
R. Coorer, JX 834027, R. J. Plowright, JX 615187, G. Gomery, JX 834570, P. R. Wilson, JX 770105.

To Chief Petty Officer Cook (S)
E. G. Collins, JX 868804.
To Acting Chief Mechanician
W. P. Chappell, JX 841875, G. Lambert, JX 852150, L. G. Stone, JX 852405, P. J. Fowler, JX 859153.

To Acting Chief Electrical Artificer
C. D. Lawton, JX 60680.
To Chief Electrician
F. R. Eddy, JX 760277.

To Acting Chief Radio Electrical Mechanician
J. A. Heywood, JX 834067.
To Chief Petty Officer Writer
B. A. Geens, JX 811189.

To Chief Petty Officer Steward
C. E. Revis, JX 23395.
To Chief Radio Communication Supervisor
W. J. C. Sullivan, JX 581101, C. Holmes, JX 581178, E. Hayward, JX 834147.

To Chief Communications Yeoman
E. D. Hewer, JX 245971.
To Acting Chief Aircraft Artificer (AE)
L/FX670156 K. Davies, L/FX100236 D. A. Quick.

To Acting Chief Aircraft Artificer (O)
L/FX669856 D. N. Hudson.
To Acting Chief Aircraft Mechanician (AE)
L/FX838266 C. Johnson.

To Chief Air Fitter (AE)
L/FX814330 A. S. Kitchner, L/FX822469 L. Robinson.

To Chief Airman (AH)
L/FX670515 R. F. Mills.
To Acting Chief Electrical Mechanician (Air)
L/FX817061 R. C. Russell, L/FX817527 R. Ward, L/FX101847 H. Stanley, L/FX562521 M. V. J. Howe.

To Chief Electrician (Air)
L/FX833836 J. S. Ives.
To Acting Chief Radio Electrical Artificer (Air)
L/FX857309 M. R. Berry.

To Chief Radio Electrician (Air)
L/FX861777 P. J. Challenger.

Christmas Day was spent, broken down, in mid-Atlantic

CHIEF PETTY OFFICER PENSIONED AFTER OVER 31 YEARS' SERVICE

CHIEF Petty Officer Arthur Henry Lloyd, has recently retired after serving with the Royal Navy for the astonishing time of 31 years and 5 months. He was brought up in a naval atmosphere as a youngster. His father, who retired in 1910 after serving as a Sick Berth Chief Petty Officer, persuaded his son to join the Navy through the training ship Arethusa, at Greenhithe, in Kent.

He remembers as a 14-year-old how hard those days seem now—the frequent "rope-end bashing," which tended to be administered for trivialities. He claims that they certainly did him no harm although the method of training is no longer suitable today.

He was able to continue his sporting activities, having made a good reputation as a runner at school. A new enthusiasm for swimming and shooting won him the Donegal Medal for life-saving. His first big occasion was his selection for a contingent in a Lord Mayor's Show during the late twenties.

After attending the naval school at St. Vincent, he was sent to his first sea-going ship Emperor of India. Like any good sailor he was sick on his first day at sea, but soon overcame this setback. Visits to Lisbon, and Gibraltar on board Warspite and Argostoli, Malta, Athens, Alexandria and Cairo with the Royal Sovereign illustrated the great opportunity for travel, the young boy had in those days, on joining the Navy. Tours were arranged for the boys wherever they visited. Lloyd remembers with amusement his annoyance when his white suit "turned" black, while travelling by Egyptian Railway.

BOMBER CRASH

As an Ordinary Seaman he joined Vega at a time when the Sein Fein Riots were in the offing. On one exercise, he remembers a tragic crash of a Ripon Torpedo Bomber, which overran the flight-deck of Furious. A whaler was quickly dispatched from Vega, the attendant destroyer, and the telegraphist was rescued. Two of the crew from the whaler, one of whom was A.B. Piper, dived overboard with knives, in an attempt to free the pilot, but were unsuccessful. This story has an unusual sequel in that Lloyd met A.B. Piper now a retired Chief G.I. quite by accident in Portsmouth last month for the first time since that commission.

Alresford was his next ship—a coal burner which ran for H.M.S. Dryad, the Navigation School. The work included surveying the whole of Fishguard Harbour by the laborious process of using hand lead lines and small boats. He then cast aside his Naval Uniform, temporarily, and donned the full Royal Marine Dress. In the S.S. Bellerophon he sailed for Alexandria where the ship stood by in readiness, in case of emergencies arising from the Abyssinian War (1935).

In 1937 he qualified as a Submarine Detector at H.M.S. Osprey where he lived in the famous hut "Whipsnade."

In those days, the Submarine Detector's Branch was very similar in size to the clearance diving fraternity of today. Everyone knew each other by name, the work was new, and a small-hip spirit was evident—an impossibility in the large T.A.S. Branch of today. The 117, 119, 123 and 124 sets will jolt a few people's memories.

MUNICH CRISIS

During this period Lloyd was a member of the street-lining party for the Coronation of King George VI. Then to sea again and vivid memories of the Neon Patrol of the Spanish Civil War and the infamous "Potato Jones." Visits to the Danube, Galatz and Constantinople were quickly followed by rush and preparation on board Verity during the Munich Crisis.

Looking back over his pre-war naval career, it seems that Lloyd was at sea most of the time. However, this was the rule rather than the exception. Sailors were actively discouraged from marrying at an early age. Whereas the young 21-year-old today is paid 57s. per week marriage allowance, the Able Seaman before the war earned only 3s. per day.

Lloyd considers that early responsibilities of marriage must distract a sailor's interest from the Navy. The element of "extra keenness" appears to be missing. A possible contributory factor he feels is the lack of self-reliance needed in a Welfare State. Perhaps the young man of today is

too keen to get something out of the Navy without making a great effort to put something into it.

During the early part of the war, Lloyd was on board Anthony which was part of the Channel Convoy taking the B.E.F. to France. Before leaving H.M.S. Osprey for Canada in 1940, he can remember the propaganda of Lord Haw Haw and his famous reference to a clock in Weymouth being 3 minutes slow. His job in Canada was invaluable. He was responsible for training ratings from England in the use of an American Anti-Submarine Set.

CHRISTMAS DINNER—1940

Christmas Day in 1940 was spent broken down in mid-Atlantic, on board the destroyer Salisbury. The traditional dinner was a one-course affair—soup. During this period Berwick was engaged with the Prince Eugen only 60 miles to the North.

Late in 1941, Lloyd was transferred to Lagos, Nigeria, where he helped to establish an anti-submarine base at Apapa Dockyard. Later, in Freetown, he held a similar post on the base staff in "Philoctetes" aptly nicknamed "The Flock of Fleas."

During the latter part of the war, he was involved with training personnel in the use of anti-submarine sets. Afterwards, when the branch was re-organised and became the T.A.S. branch, Lloyd's long experience was invaluable. His extensive knowledge of T.A.S. personnel allowed a continuous record to be kept—efficiently increased accordingly.

From 1953-1960 he was on Non-Continuous Service Engagement and finally said goodbye to the Navy this year after holding the rate of C.P.O.



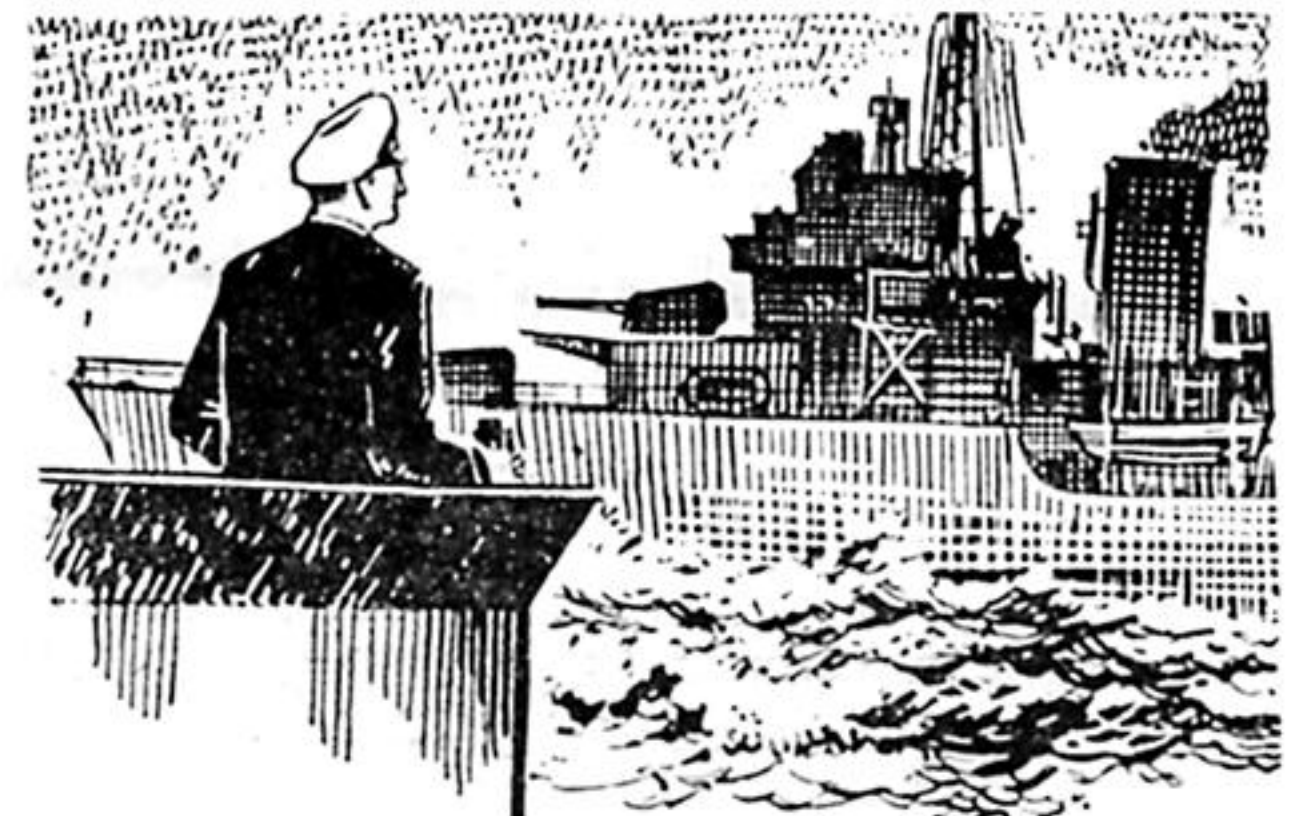
Chief Petty Officer Arthur Henry Lloyd

for 15 years. He is now working with production records in a well-known Hampshire firm.

SUPERIOR ASSESSMENTS

Lloyd's final school report in 1929 showed that he had always supported the school motto "Truth, Courtesy, Sincerity and Study." His Service Documents clearly show that he continued life as he started. On leaving the Navy, these documents passed before the Commodore of the Royal Naval Barracks, Portsmouth, and the Captain of H.M.S. Vernon, both of whom were more than impressed by Lloyd's fine record. Throughout his service career he had been awarded many medals and had received 28 superior assessments out of a total of 32.

Lloyd has a 14-year-old son, Clive, who is interested in naval life. Although he would like to see his son join the Navy he is taking the sensible attitude of allowing the boy to decide his career for himself. Commenting on his naval experiences, Lloyd says that if he were given the opportunity to live his life again he would follow the same career. "Life in the Navy gives a chap every opportunity possible."



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NOTICES



"—and hunger, not of the belly kind that's Banished with bacon and beans But the gnawing hunger of men for A home and all that it means."

(APOLOGIES TO THE LATE DAN MCGREW)

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Annual reunion pleased most of the people all the time

MASSED BANDS STOLE THE SHOW

Act of homage to a 'Gallant English Gentleman'

(BY ACHARBEE)

ALTHOUGH it is almost impossible to please all the people all the time, the Royal Naval Association's Annual Reunion at the Festival Hall on October 15 must have pleased most of the people all the time. It was a really good show and reflects great credit on all who had anything to do with the great production.

Of course a number will always say that a reunion cannot be a real reunion unless everyone can meet everyone else—that listening to singers and comedians and such-like take away the opportunities for meeting old friends and making new ones—but this point of view cannot detract from the show once the show has been accepted as a part of the reunion.

Incidentally I met shipmates from Surbiton, Hayling Island, Portsmouth and Bedford, and nodded to others from Durham, Croydon, Brighton and Herts all in a matter of minutes and each one agreed that this year's reunion was first class.

COLOURFUL PLAYING

Of course the massed bands of the Royal Marines stole the show. The stage which has held such a number of orchestras can rarely have been such a blaze of colour as when the bandsmen—from Lieut.-Colonel F. Vivian Dunn, in his brilliant scarlet coat, to the instrumentalists in their blue-and-gold and colourful instruments—took their places.

But the visual colour was not all. What a glorious harmonious splendour was their playing. All the colours of the rainbow seemed to be produced during the playing of the various marches—the golden sunrise, the midday sun,

the delicate greys of evening shadows, the rich blues of the Mediterranean, the reds, browns, pinks and greens from all over the world—these were the colours conjured up by the bands.

The audience was wonderful, too. How they warmed to the rich nautical airs! Every item was loudly and rightly applauded.

The producer gave us a rich feast. Trevor Little with his balloons—the men, at least, appreciated his references to the bars of Valetta, Florian and Trineo. The Welwyn Garden City Male Voice Choir, as always, sang their songs with true feeling and gave immense pleasure.

SICK COMPOSER

It was a pity that Glynn Jones, the composer of the R.N.A.'s own song, "Give," was unable, through sickness, to conduct the song, but he was in the hall and the audience showed their sympathy over his illness by giving him a special cheer.

The soloist in Tchaikovsky's Piano-forte Concerto No. 1 in B-flat minor, musician David Mottley, L.R.A.M., A.R.C.M., R.M., could have been playing before "an invited audience," as the B.B.C. puts it, so attentive were those in the hall. I had the feeling that the pianist was a little nervous to start with and this feeling may have been with the audience, too, for it seemed to me that there was a feeling, a desire

to see him do well, and do well he did.

A HAPPY PARTY

Peter Cavanagh, "The voice of them all" was next on the list and he, again, was really liked by this wonderful audience. Peter referred to the show as "a happy party"—and a happy one it was, too.

Bryan Johnson followed and, assisted by youngsters from the Kingston Steadfast Sea Cadets, had the shipmates wishing for more of his songs.

Then came "That old Master" (or should it be Maestro?) Vic Oliver. The audience loved him. To crown his act this versatile man conducted, without a score, the massed bands. He said it was the first time he had done such a thing, but he was so sure of himself and so much the perfect artist that it seemed he had been conducting such bands all his life.

The Forces' Sweetheart, Vera Lynn, then took the audience in her hands—yes, everyone there—in her two hands. Miss Lynn always manages to convey a feeling of absolute sincerity in her singing. Her salute and kiss to, possibly, the smallest sea cadet ever, after he had presented her with a bouquet, brought forth rounds of applause from the delighted audience. A Royal Naval Association Reunion without Vera Lynn would not be the same.

The President of the Association, Admiral of the Fleet Sir John Cunningham, then introduced Sir John G. Lang, Secretary of the Admiralty. The President read out telegrams to and from Her Majesty and referred briefly to the guests of the evening, including Admiral of the Fleet, Lord Cork and Orrery. (To those who knew "Ginger" Boyle may I say that at 86 his hair is still inclined to be fiery.)

FINEST SERVICE IN THE WORLD

Sir John Lang, who told us that he had been associated with the Royal Navy since 1914, said "it had been a wonderful experience to have lived with the finest Service in the world." He stated that the Admiralty was very keen about the Royal Naval Association, saying, "the best recruiters are ex-Service men who are proud of the Service in which they had served."

He went on to talk about the "new exciting Navy." Although there were now no battleships and few cruisers, the ungainly looking carriers, the new guided missile ships and our new frigates were of greater hitting power and a force to be reckoned with. He referred to our Commando Carriers and the launching of Britain's nuclear-powered Dreadnought.

It has become a part of the Reunion to highlight a well-remembered ship or person and this year "for a few moments, we remembered, in gratitude, a 'gallant English gentleman'—Captain Frederick John Walker, C.B., D.S.O. and three Bars, Royal Navy.

ACT OF HOMAGE

This act of homage to one who helped to turn the tide of war in the Battle of the Atlantic was extremely well done. With the Battle Standard at the mainmast and the actual flags used by Captain Walker for his signal "General Chase" (kindly lent by the Mayor and Corporation of Bootle—

Lincoln welcomes 'Lincoln'

DURING the visit of H.M.S. Lincoln to Immingham Docks the members of the Lincoln branch of the Royal Naval Association and their wives and friends, boarded two coaches with a view to looking over the ship. It was a lovely afternoon on the Sunday (September 18) and the members enjoyed a close touch with the Navy, and were pleased to have contact with a modern ship and the life and habits of the modern "JACK."

The ship arrived at Immingham on Saturday, September 17, for a stay of four days until Wednesday, September 21, and was open to the public during each day.

On the Monday and Tuesday evenings the Lincoln branch clubroom was open for the entertaining of the ship's

company. The lads were entertained with an opera in the usual naval manner. Drinks were given to the visitors during the evenings and were naturally very acceptable by those concerned. The ladies of the branch supplied refreshments, and everyone had a most enjoyable time.

During the Monday evening the ship's captain, Cdr. D. W. Napper, M.B.E., R.N., was asked to become a vice-president of the branch, which he was very pleased to accept.

A close link was made between the ship's company and the Lincoln branch members which will no doubt continue in the years to come.

Some members journeyed by road to the annual parade and reunion in London and had a very enjoyable weekend.

A ship's bell has been purchased through the Admiralty for the branch clubroom at the Cornhill Hotel, Lincoln.

Any member of the association who may find himself in Lincoln on any Saturday evening will be made most welcome.

DURHAM WAS REPRESENTED AT REUNION

ONCE again the Annual Reunion had a good representation from the Durham branch when no fewer than 10 shipmates made the long journey south.

It is still a little early to hear the details but the "good time by all" was apparent despite a very damp London welcome. One thing is gratifying, when the return party was mustered this year it contained the "body" that went adrift last year.

Forthcoming events follow, more or less, the pattern of previous years.

The branch expects to be present at the Remembrance Day parade at the cathedral. The "members only" smoker takes place in the H.Q. at The Dun Cow Inn on December 21. The annual Buffet Dance is to be held on December 16 at The Redhills Hotel.

In conclusion, the branch is very happy and proud that its shipmate, Frank Wade, has been re-elected yet once again to the chairmanship of the National Council.

Bar nearly ran out twice

ON October 22 the Harlow New Town branch of the Royal Naval Association celebrated its second anniversary by having a party at the canteen of the Harlow Metal Company.

About 300 guests were present, including representatives from the Harlow Urban District Council, Harlow Development Corporation, Harlow Metal Company, the Royal Artillery Association, the Royal Army Service Corps Association, and shipmates from West Ham, Battersea, Enfield, Bishop's Stortford, Romford, Clacton, Cambridge, Braintree and Sawston branches.

The new branch chaplain, the Rev. David Wainwright, was present with his wife to meet some of the branch for the first time.

In spite of the numbers, and the fact that the bar nearly ran out of stock twice during the evening, everything was a huge success. About 500 sandwiches, 300-odd sausage rolls, sausages, cakes and onions, all provided by the wives of the shipmates, disappeared with lightning rapidity.

The function was organised by Messmates "Wally" Grace, "Stan" Green, Arthur Newman and George Trott, and the guests were welcomed by the chairman of the branch, Messmate Frank Clements.

The branch standard is now on order and it is hoped to hold the dedication next spring if the necessary cash can be raised.

Wreath laid by C-in-C

The Commander-in-Chief, Portsmouth, Admiral Sir Manley Power, laid a wreath in the spot where Nelson fell at a service in H.M.S. Victory to commemorate the 155th anniversary of the Battle of Trafalgar on October 21.

Standard was paraded twice in one month

SUNDERLAND (Wear) branch Standard had its second viewing in one month when, a fortnight after its dedication, it led the R.N.A. contingent in the annual Battle of Britain church parade of the R.A.F.A.

With standard bearer Bill Connolly and escorts Albert Hindmarch and Bill Pennington, a very good turnout of members resulted in the R.N.A. being the biggest contingent in the parade and ensured a busy Sunday morning in the R.N.A. club premises afterwards.

At the battle of Britain dinner earlier in the week Wear branch was represented by chairman "Andy" Johnson in the unavoidable absence of the president, Dr. Thubron.

After the September parades comes the settling down to more routine efforts of the branch, and this month the highlights have been the popular Pie and Peas Supper and the first very successful dance in the club, where members could enjoy their beverages and a dance too. One without the other could be a dry business.

EMPLOYMENT AND WELFARE

While the Wear branch continues to flourish, there is a section that is hoped will not be in too great a demand. The section, or sections, referred to as the welfare and employment sections which continue to operate quietly and efficiently behind the scenes in the placing of members in positions of employment, and the distribution of welfare in deserving cases.

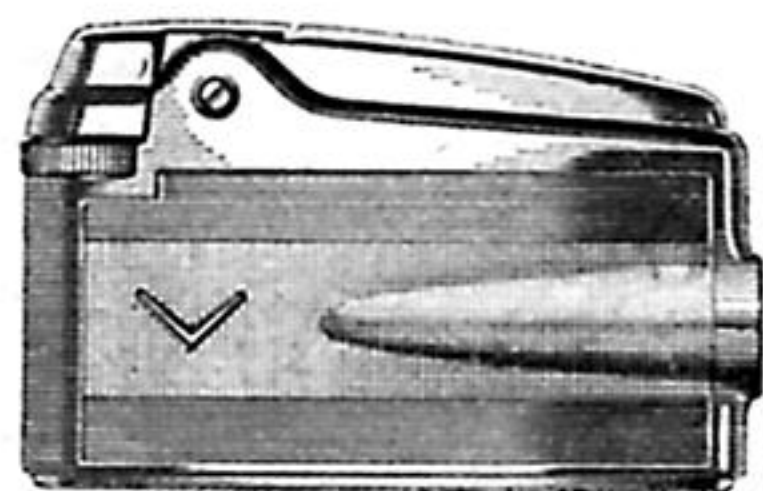
The Chaplain of the Fleet (the Ven. John Armstrong, R.N.) preached the sermon at the tenth annual Service of Prayer and Thanksgiving for Seafarers at Portsmouth Cathedral on October 23.

We will remember them

Shipmate Arthur Vincent Blackburn Ennifer. Member of Gainsborough branch. Died October 5.

Shipmate Henry Bedford. Member of Gainsborough branch. Died October 5.

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Vice-Admiral a new member

SHIPMATES, shipmaids and wives of Alton branch enjoyed their Fifth Annual Dinner on October 14. To most of those present it was an opportunity to meet "new entry" Vice-Admiral Sir Geoffrey Barnard, K.C.B., C.B.E., D.S.O., who was introduced by the Branch President Admiral Sir John Edleston, G.C.B., G.C.V.O., C.B.E., and asked to address the Branch.

Another distinguished officer present was Captain L. P. Skipwith, and absent members who were unable to attend were Rear-Admiral H. P. Currey and Shipmaid Mrs. R. J. Currey; Captain S. W. Roskill, D.S.C., the naval historian and author; Commander Sir Stephen King-Hall, playwright, broadcaster and politician; Captain M. Hensman, D.S.O.; also the first President and staunch supporter, Captain A. W. S. Agar, V.C., D.S.O.

With such a wealth of talent the branch has been able to maintain a high standard of after-dinner speaking especially as it has two other "star" turns in Bullar Willis, who this month completed 21 years in the Association, and the Gunner, Charles Colston, who must know every Navy yarn that has ever been told. Charlie can also be relied on to keep members in good order when they are on parade or on the dance floor.

GOOD YEAR

The year has been good for Alton branch, the principal social items being the Annual Ball, trips to the Royal Tournament and the Festival Hall Reunion, also a garden party rally at the home of Captain Agar. Sadder moments have been the "passing over" of life member Commander W. B. Pirie, D.S.C., and Commander Rafe E. Courage, D.S.O.

The Alton branch thanks the General Secretary and all concerned for a very efficiently organised and entertaining reunion. The Festival Hall concert seemed better than ever and, while Glyn Jones was missed, there was the successful first appearance of Vic Oliver, and the whole-hearted participation of Bryan Johnson.

Letter to Editor

AN INTERVAL WANTED

SIR.—The Royal Naval Association Reunion at the Royal Festival Hall on Saturday, October 15, was once again an excellent show and congratulations to the worthy secretary and producer Leslie H. Maskell, but it could so easily have been spoilt by the thoughtlessness of many shipmates.

The continual moving to and from causes distraction and not a little annoyance to the majority. Therefore may I humbly suggest that in future there be an interval of 15 minutes during the show, to be plainly stated on the programmes together with a request that all shipmates move about as little as possible while the show is on.

I am sure almost everyone could wait until the interval to relieve or replenish as the case may be.

To repeat, an excellent show but one tiny word of criticism. One certain artist did not seem to notice the microphone, resulting in lots of his jokes being lost among the audience higher up in the hall.

The Parade in the afternoon? Very good in spite of the rather heavy showers and congratulations from the Hastings and St. Leonard's branch to all who took part.

A. C. HOOD,
Vice-chairman, Hastings
and St. Leonard's.

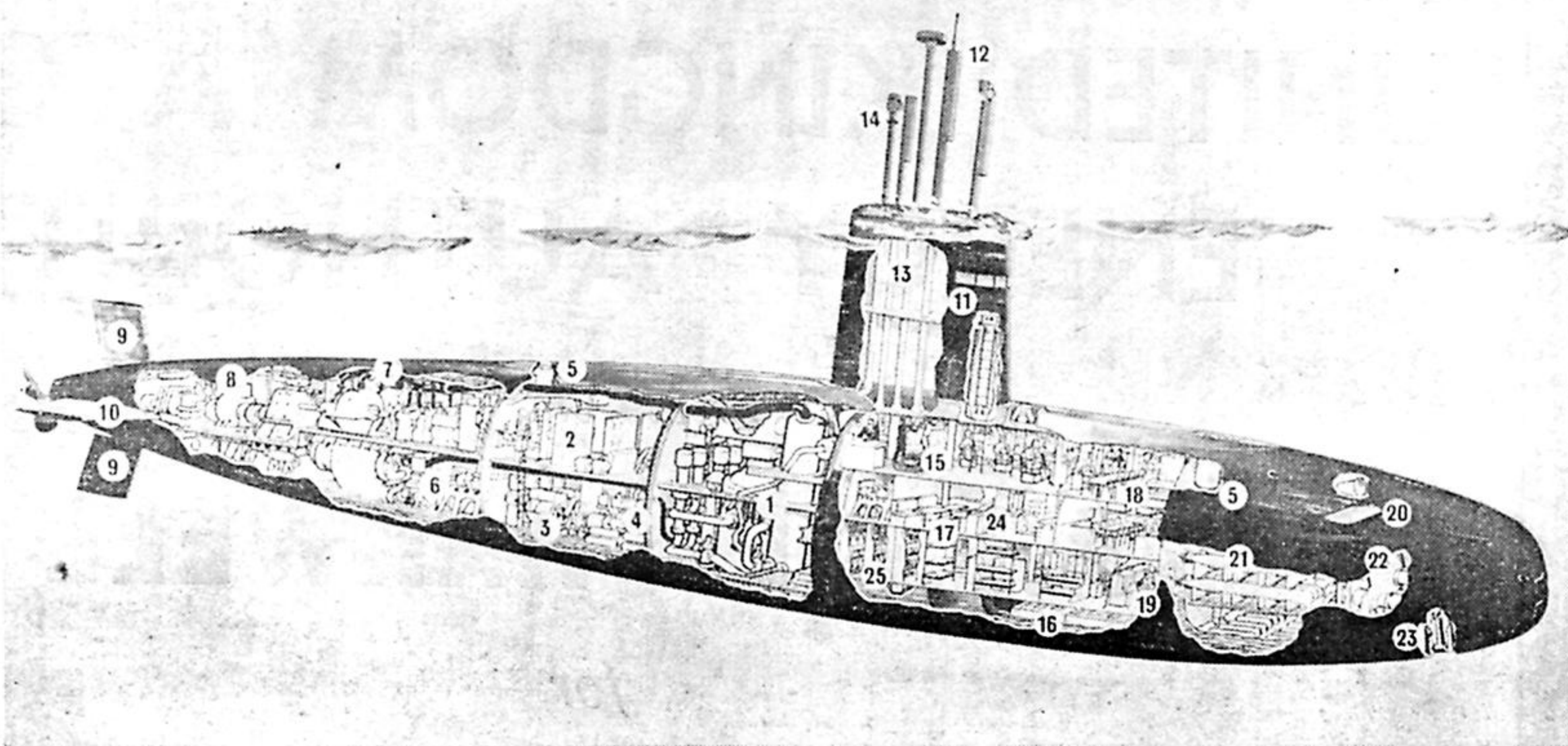
H.M. S/M ODIN TO BE LAUNCHED

LADY POWER, wife of the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power, will launch another of the Oberon class submarines, H.M.S. Odin, at Birkenhead, on November 4.

Built by Cammel Laird & Co., Odin is one of eight of her class which have a displacement of 1,700 tons (2,500 submerged), are 295 ft. in length and carry a crew of six officers and 65 ratings.

The Oberons are practically repeat editions of the Porpoise class, and the name ship of the class was launched at Chatham last year.

FEAR GOD — AND DREADNOUGHT



A cutaway drawing of H.M. Submarine Dreadnought. Key: 1, reactor compartment; 2, reactor control compartment; 3, auxiliary machinery; 4, diesel generator; 5, escape hatches; 6, main condenser; 7, main turbines; 8, electric propulsion motor (alternative drive); 9, rudders; 10, after hydroplane; 11, surface navigating bridge; 12, periscope; 13, radar and radio aerials; 14, snort; 15, control room; 16, electric batteries; 17, crew's quarters; 18, officers' quarters; 19, electrical space; 20, forward hydroplane; 21, torpedo space; 22, torpedo tubes; 23, stowed anchor; 24, galley; 25, store rooms and refrigeration space.

EX-SWORDFISH PILOTS QUEUE FOR A FLIGHT IN A 'STRING-BAG'

THE sun shone on the afternoon of October 11 and found the officers and men at R.N. Air Station, Yeovilton looking skywards, an unusual practice among those accustomed to aircraft noise day and night.

The object of interest was a Swordfish as it executed a very smooth fly-past across its new home before landing. The aircraft, piloted by Lieut.-Cdr. Roy Morris, R.N. (ret.), Fairey Aviation test pilot, was brought to Yeovilton for custody where it will be maintained in flying condition.

The aircraft was met by Capt. W. C. Simpson, the Commanding Officer and Senior Officers of the Station, most of whom had memories of this famous aircraft during the Second World War. Lieut.-Cdr. A. A. Fyfe, the deputy head of the Air Department, who served in a Swordfish Squadron as an air gunner, was to be seen in the rear cockpit looking aft with a "far away look." Shortly after delivery, the aircraft was airborne again with Cdr. N. Perrett, the Station Commander (Air) at the controls, who was the first of a queue of ex-Swordfish pilots waiting for a flight into nostalgia.

Accompanied by his Naval Secretary (Rear-Admiral F. R. Twiss, D.S.C.) and his Principal Private Secretary (Mr. A. R. M. Jaffray), the First Lord of the Admiralty, Lord Carrington, K.C.M.G., M.C., visited ships and establishments in the Persian Gulf between October 7 and 13.

BOMB DISPOSAL UNIT KEPT BUSY

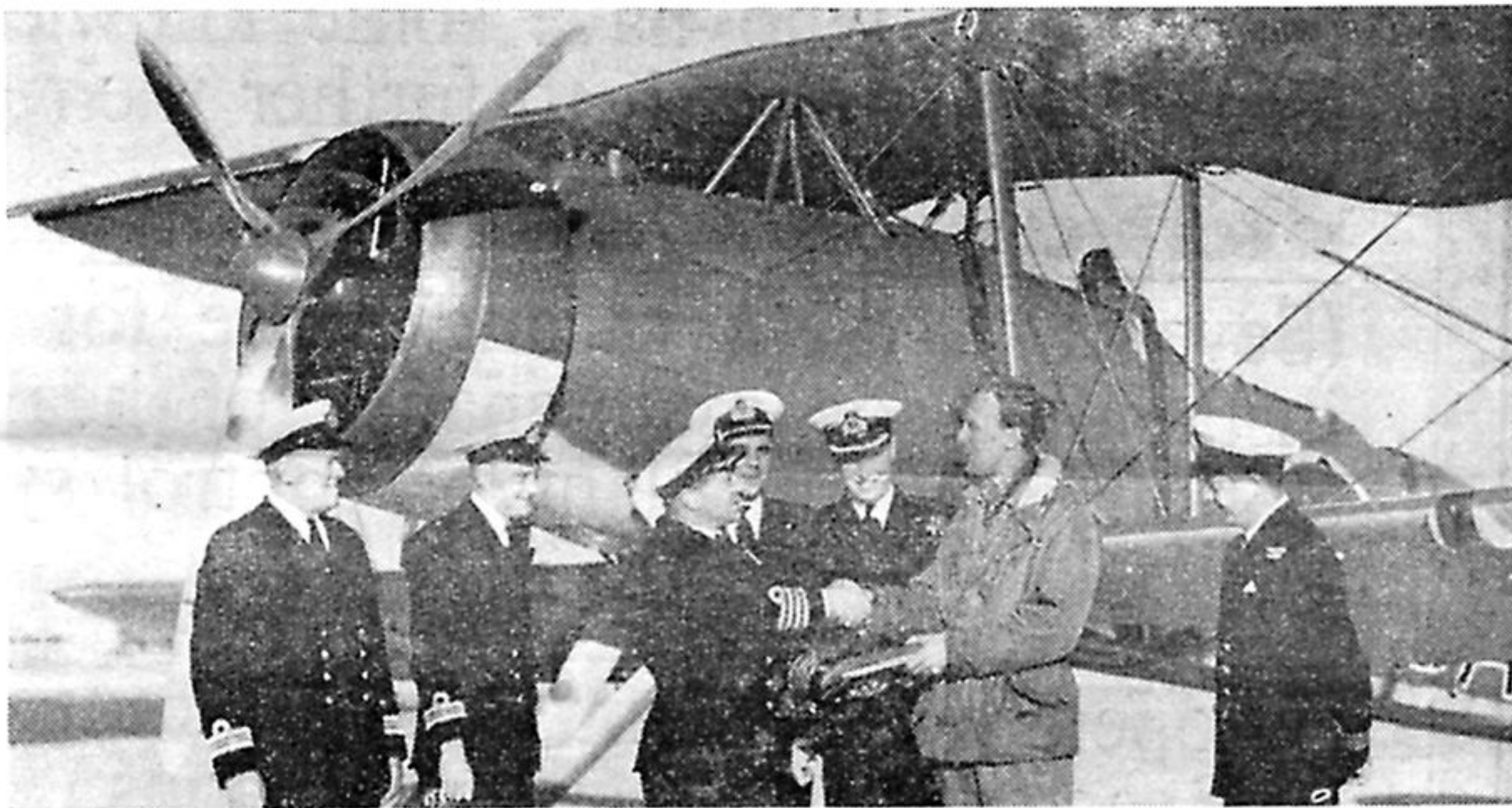
IN the last three months the Royal Navy's Portsmouth Command bomb and mine disposal unit has located 56 shells, four mines, 11 bombs, one torpedo and a cannon ball. Several of the shells were Boer War ammunition but no one is quite sure where the cannon ball came from.

The Portsmouth unit, of two officers and two ratings, is commanded by Lieut.-Cdr. W. Y. McLanahan, M.B.E., B.E.M., R.N., of Portsmouth, and is one of three Royal Navy bomb and mine disposal teams based in the United Kingdom.

The Portsmouth Command unit covers an area of responsibility from the Humber to Lyme Regis and the four members of the team have been known to cover as many as 3,000 miles a month.

Although it is obviously necessary for them to investigate all suspicious objects reported, not all of their journeys have proved strictly necessary. At Christchurch recently a "hazardous" operation to locate a suspected bomb turned out to be a disused domestic boiler.

On another occasion they were able to help a man desperately searching a nearby cauliflower field for his watch. They found it with the electronic mine locator.



Lieut.-Cdr. R. Morris, R.N. (ret.), Fairey Aviation test pilot, hands over the log book to Capt. W. C. Simpson, R.N., commanding officer of R.N.A.S., Yeovilton

NAVY GIVES UP WORTHY DOWN AFTER 21 YEARS

Station's farewell to Winchester

THE H.M.S. Excellent Boy Cadets, accompanied by the Boy Cadets from R.N. Barracks, Portsmouth, gave a field gun demonstration at the Swindon Carnival on September 17 before an audience of some 10,000.

This was the first time a demonstration of that character had been given in the area and it proved most popular.

OPERATION 'MAYFLOWER'

WHEN the American Fleet sailed into Portsmouth at the end of NATO Atlantic Exercise "Fallex 60," British naval writers who had accompanied the fleet decided, in return for first-class hospitality, to invite American senior naval officers and Press men to a party ashore.

The party organisers were Desmond Whetton, who was covering for the "Sunday Graphic," and Peter Small, "New Scientist" and "Sunday Times." They chose a riverside pub, the Mayflower at Rotherhithe.

Peter Small contacted Charrington Public Relations people and a real reception was prepared. When the party were escorted from American Naval Headquarters in London to dockland to the Mayflower they found the Rev. Ronald Shute from the nearby St. Mary the Virgin installed with a tape recorder and there, in a typical small pub atmosphere, they heard the rector's carefully collated evidence that the Mayflower, which took the Pilgrim Fathers to New

England, was a Rotherhithe vessel and that the skipper was buried in the churchyard just a few feet away from the saloon bar door.

The church and the inn, said the rector, were the two centres of Rotherhithe village well before the Mayflower's famous voyage. So interested were the American naval officers and Press men that they interrupted the party to look round St. Mary's church.

The party included Rear-Admiral John S. McCain, head of Command Information Bureau, Commander Frank A. Manson, U.S. Navy's public information officer for the U.S. Naval Forces in Europe, Denzil Sullivan of the "Daily Mail," and representatives of 11 American newspapers.

R.N. Air Station Lossiemouth's Air Day Fund for 1960 has just been closed and a cheque for just under £1,000—the best ever—has been sent to the Central Fund for Naval Charities.

THE Royal Naval Air Station Worthy Down, near Winchester, which has been occupied by the Royal Navy for over 21 years, is to be transferred to the Royal Army Pay Corps as from December 1, 1960.

The Royal Navy took over Worthy Down from the Royal Air Force in 1939 and from then until 1952 was used for training Fleet Air Arm Telegraphist Air Gunners and the Royal

Naval Regulating staff. In 1952 Worthy Down was recommissioned as H.M.S. Ariel, the Navy's Air Electrical School, and last year became H.M.S. Ariel II on the transfer of the school to Lee-on-Solent.

To mark the very friendly relations which have existed between the Royal Navy and the City of Winchester for very many years, the air station's White Ensign was presented to the nearby city at a special service in Winchester Cathedral on Friday, October 21—Trafalgar Day. The address was given by the Lord Bishop of Winchester, and after presentation to the Dean and Chapter the Ensign was laid up by a cathedral window. Vice-Admiral Sir Deric Holland-Martin, K.C.B., D.S.O., D.S.C. and Bar, Flag Officer (Home), read the lesson.

Officers and men of the air station joined former Royal Naval personnel who have served at Worthy Down in a march-past at Winchester Guildhall, where the salute was taken by His Worship the Mayor.

Although the task formerly carried out at Worthy Down has now been transferred to H.M.S. Ariel, Lee-on-Solent, the departure does not end the Royal Navy's traditional association with the City of Winchester.

One of the Chief Gunnery Instructors serving in H.M.S. Excellent won a £1,000 prize in Premium Bond draw.

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Several of these vacancies are with the new establishment being set up at Harwell for the National Institute for Research in Nuclear Science and for another new establishment being built nearby at Culham to take over the thermo-nuclear programme of work at present being carried out at Harwell.

Interesting and varied work where there are excellent opportunities for advancement. Assistance is given towards further education.

The Authority has sick leave and superannuation schemes and is at present operating a local assisted transport scheme.

HOUSING

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Please send for explanatory booklet and application form to:-
Industrial Recruitment Officer, A.E.R.E. Harwell, Didcot, Berkshire.

Barham survivors travelled miles to attend reunion

NOVEMBER 25 will be the anniversary of the sinking of H.M.S. Barham in 1941 and on September 24, 107 survivors held the fourth reunion dinner in H.M.S. President. Several travelled many miles to attend the dinner and messages were received from survivors living in New Zealand, South Australia, Canada, Honolulu, South Africa and Ireland.

One survivor attended from Edinburgh, several from Wales, Durham, the Midlands and, in fact, from all over England. Naturally, Portsmouth was well represented.

The officers present were Cdr. C. R. Stratton Brown, R.N. (ret.), Cdr. A. J. Cobham, G.C., R.N. (ret.), Lieut.-Cdr. E. E. Gash, R.N., Commanding Officer Reserve Ships, Barrow in Furness, Lieut. J. H. Coward, R.N. (ret.).

'BLUE NOSE' CERTIFICATES FOR HERMES

HAVING crossed lat. 66 deg. 32 min. north, the ship's company of H.M.S. Hermes entered King Neptune's Northern Kingdom and will get their "blue nose" certificates in due course.

Exercise "Swordthrust" went smoothly and so did Exercise "Rum Tub II"—an intensive A/S exercise in the Irish Sea.

This seagoing seems to be getting a habit with Hermes—during the period July 5 (when she sailed from Portsmouth) to September 30, 78 days have been spent at sea, during which time she has sailed 22,514 miles.

The first major accident took place on October 7 when an A/S helicopter ditched at sea off the Mull of Kintyre. Although there appears to be little chance of salvaging the "chopper," we are glad to report that the crew were picked up by the frigate Blackpool, none the worse for their ordeal.

Hermes is now in Portsmouth and after leave to the ship's company sails for Gibraltar on November 7.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, NAVY NEWS, R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, and Yarmouth.



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WHEN SCHOONER'S SURVIVORS WERE

Catapulted among shoal of monster sharks

ONLY TWO MAGPIE SURVIVORS

By JACK DUSTY

WERE the story of the loss of His Majesty's schooner *Magpie* on August 27, 1826, not supported by official documents, it is unlikely that it would be believed and it would probably be counted as "another sailor's yarn," wilder and more improbable than many of the imaginings of Hollywood: yet the details can all be verified from Admiralty records should anyone wish to do so.

In the year 1826 His Majesty's Ship *Magpie*, a schooner of three guns, under the command of Lieut. Edward Smith, R.N. (lieutenant of February 26, 1812), was searching for a vessel which had been committing acts of piracy off the west coast of Cuba. To this end on August 27 she was patrolling off Colorados at the western end of the island.

The day was hot and sultry and the schooner lay becalmed some miles out to sea awaiting the evening breeze, which is usual in those parts. Towards eight o'clock in the evening a slight breeze got up from the west and the *Magpie* was soon under way with reefed mainsail, foresail and jib set. By nine o'clock the wind had shifted to south and a small dark cloud was observed low over the land: this warning was not missed onboard and the schooner was prepared to meet the oncoming squall.

MASTS CUT AWAY

Meanwhile the breeze had died away and the surface of the water was not disturbed even by a ripple when, suddenly, with a noise like an express train, the water was whipped into a fury and the squall struck the little ship and she was taken aback. An attempt was made to cut away the masts, but there was no time for this to have any effect and three minutes after being struck by the squall the

Magpie sank leaving her crew struggling in the water.

Of her crew, a man called Meldrum, the Gunner's Mate, succeeded in escaping from the vessel and struck out until he found some wreckage—a pair of oars—in the darkness: to these he clung while he listened for sounds of any other survivors. When he had almost given up hope and had come to the conclusion that he must be the sole survivor of the *Magpie's* crew of 35, he heard voices and swam towards them, finally reaching an upturned boat to which were clinging Lieut. Smith and seven others.

SHARKS

It was obvious that if any were to be saved the boat must be righted and after a hard struggle this was done. Two men got on board and commenced bailing with their hats and hands, while the remainder clung on as best they could. Hopes ran high that they would soon reach shore when a cry of "Shark" was heard: all was now confusion as those in the water attempted to board the boat, which unfortunately capsized and the survivors were back where they started. The alarm proved to be a false one, however, and eventually Lieut. Smith restored order, the boat was righted again and bailing recommenced.

Towards ten o'clock on the morning of the 28th bailing was practically completed when the cry of "Shark" rose again. For a second time the boat was capsized as those still in the water tried to scramble on board at once, but this time it was no false alarm and the men were catapulted into a shoal of the monsters. Two men were seized almost immediately and the waters round the upturned boat were dyed with their blood.

Lieut. Smith, however, remained

calm and succeeded once more in rallying his men and righting the boat: as he was cheering them on from the water one of his legs was removed just below the knee by a shark, but he gave no sign that this had happened for fear of disheartening the remnants of his company and causing another panic. Then the other leg was seized and "scrunched from his body"; but as he was sinking his plight was noticed by the men bailing in the boat who immediately grabbed him and pulled him on board.

Though in great pain he still retained consciousness and thought only of the preservation of his men: he knew he was dying and towards evening when he could no longer conceal this fact he said good-bye to each man and left the following message to be given to his Admiral. "Tell him," he said, "that my men have done their duty and that no blame is attached to them. I have but one favour to ask and that is that he will promote Meldrum to be a gunner." Shortly after sunset he lost consciousness and when the boat was once more capsized during another shark alarm his body was not recovered.

There were now left six men under the command of a Mr. Maclean, a mate, and between them they toiled through the night in an effort to right the boat. By morning the boat had been righted, but two men worn out by their labours had been unable to retain their hold on it and had been lost.

ONLY TWO LEFT

During the following day (August 29) two of the four survivors became delirious and sprang overboard, leaving only Maclean and Meldrum in the boat. By superhuman efforts they managed to bail the boat and when this was done, worn out, they fell asleep. By the morning of the 30th they had given up all hopes of survival and were envying their companions their quick deaths, rather than the drawn out one from starvation and thirst with which they were faced.

Hopelessly they searched the horizon for a sail or for some signs of land: at last their patience was rewarded and a sail was sighted some distance away. Slowly the vessel drew near, but gave no sign of having heard their shouts, which by this time could have been little more than hoarse croaks, or of having seen their signals. She approached slowly to within half a mile and then just as slowly started to draw away.

It was then that Meldrum made up his mind to take the action which enables this story to be told. He realised that certain death would be Maclean's and his own fate if the brig failed to rescue them, since they could not expect to last much longer without food and water.

He was a strong swimmer and saw that their only hope lay in attempting to swim to the brig and make known the plight of the boat. Accordingly he dived overboard and struck out towards the ship: by the time he had covered two-thirds of the distance he was at his last gasp but summoned up enough strength to give one last loud hail. Miraculously this was heard on board and he was sighted: a boat was quickly lowered to pick him up and before losing consciousness he managed to indicate where Maclean was and he, too, was soon rescued.

COURT MARTIAL

Later, after return to harbour, both Maclean and Meldrum were tried by court martial, under the then rules by which all the survivors of a shipwreck were tried by court martial, and acquitted, Meldrum being specially promoted to the rank of gunner for his gallantry.

(Continued from page 9)

Apart from this serious canoeing, the club has been presented with a pair of 17 ft. Tynce folding canoes by the Nuffield Trust, for the use of the club.

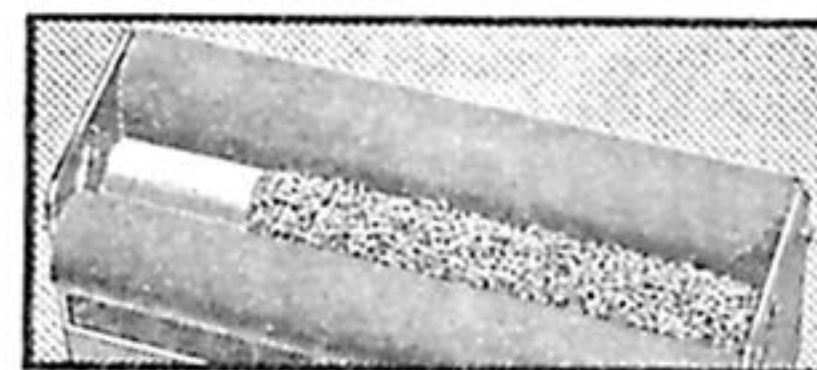
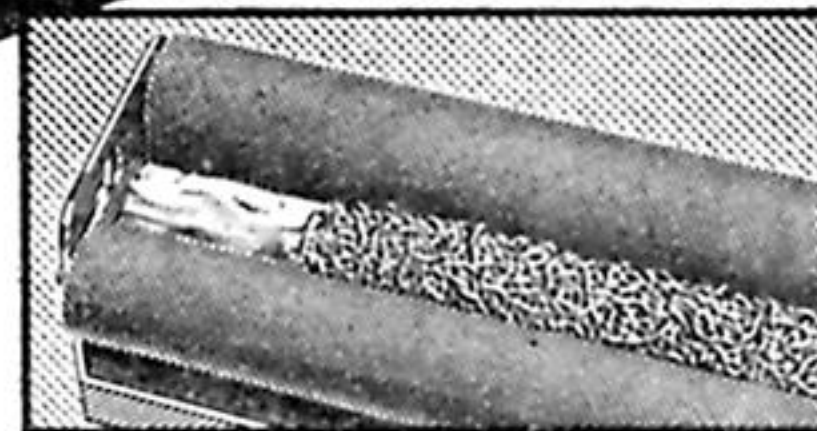
SLALOM EVENTS

Another notable acquisition was a Slalom canoe. The club was able to take a small part in Slalom events which are organised by the Scottish Canoe Association on the River Tay.

There is a move afoot at present to form a Royal Naval Canoe Association, but the precise form that this will take is as yet unknown. The Condor Canoe Club will certainly be in the vanguard of the affiliated clubs.

12 cigarettes for 3d

If you roll your own cigarettes, here's how to get 12 extra cigarettes from a 3d. packet of RIZLA Cigarette papers. Crumple a cigarette paper and place on machine as shown, it will save enough tobacco to make 12 extra cigarettes at a cost of 3d!



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By using RIZLA Filter Tips, you not only save enough tobacco to make 20 extra cigarettes with every 8d box of 100 tips, but you also trap a large percentage of nicotine, tobacco tars, etc., and can smoke more in consequence. Note: for a cooler smoke always tap cigarette (TIP DOWNWARDS) before smoking.



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